

ATLANTIC FISHERMAN

VOL. XIII

Registered U. S. Patent Office

MARCH, 1932

No. 2

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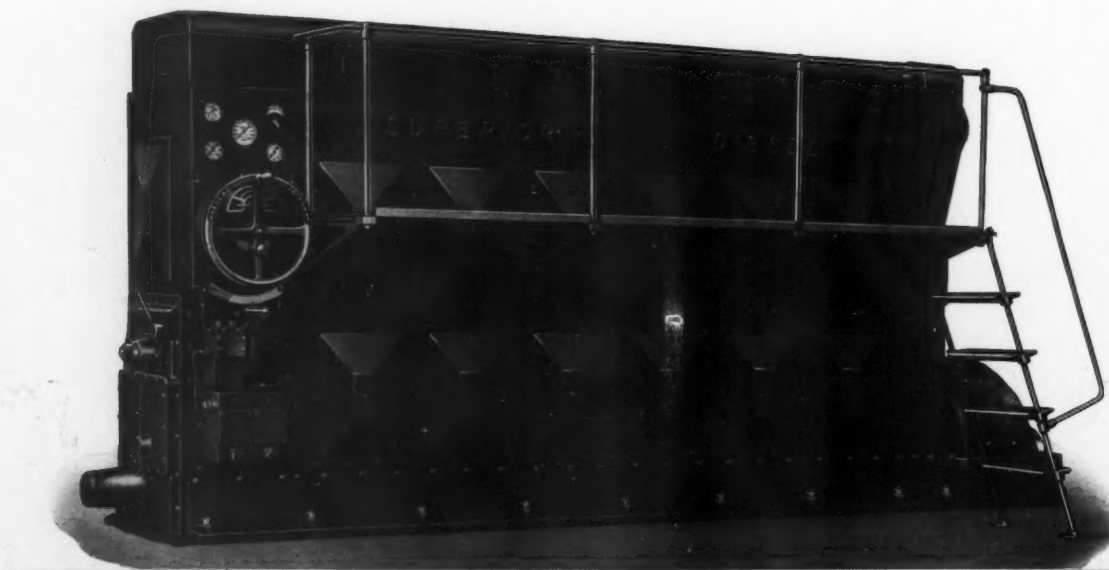
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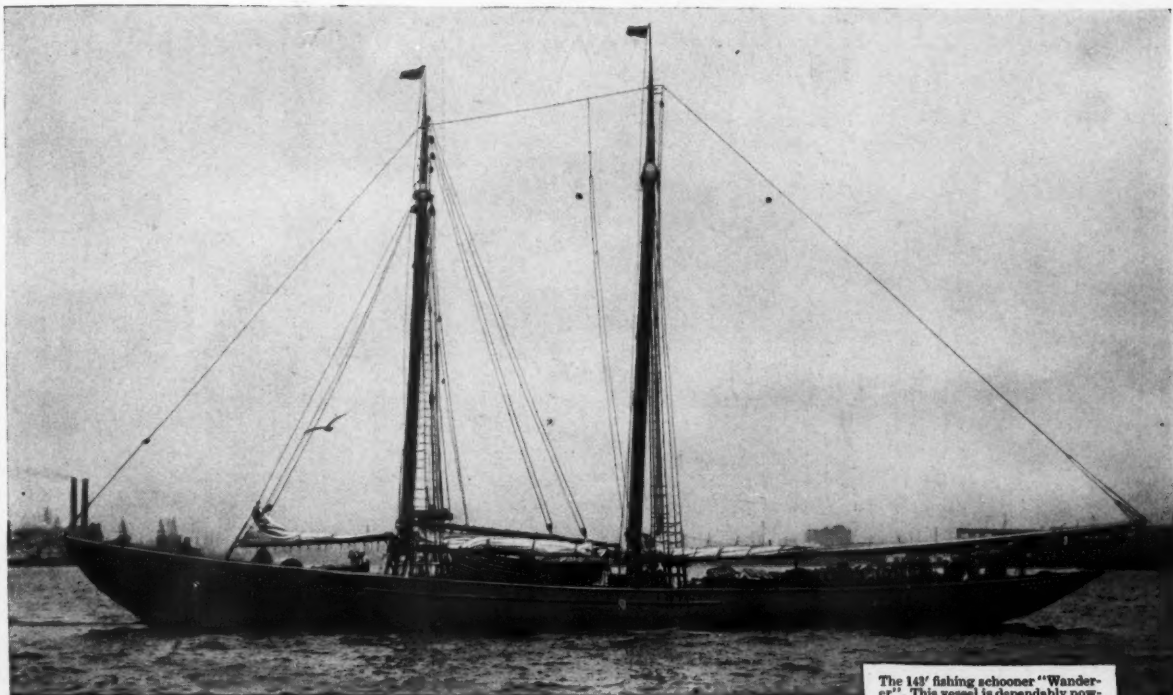
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To prevent costly layups due to shaft failure, and to insure long periods of silk-smooth, trouble-free performance, have your boat equipped with Monel Metal shafts next time she is in drydock.

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Be sure to write for further information!

For detailed information about Monel Metal in any form, write
The International Nickel Company, Inc.

THE INTERNATIONAL NICKEL COMPANY, INC., 67 WALL ST., NEW YORK, N. Y.



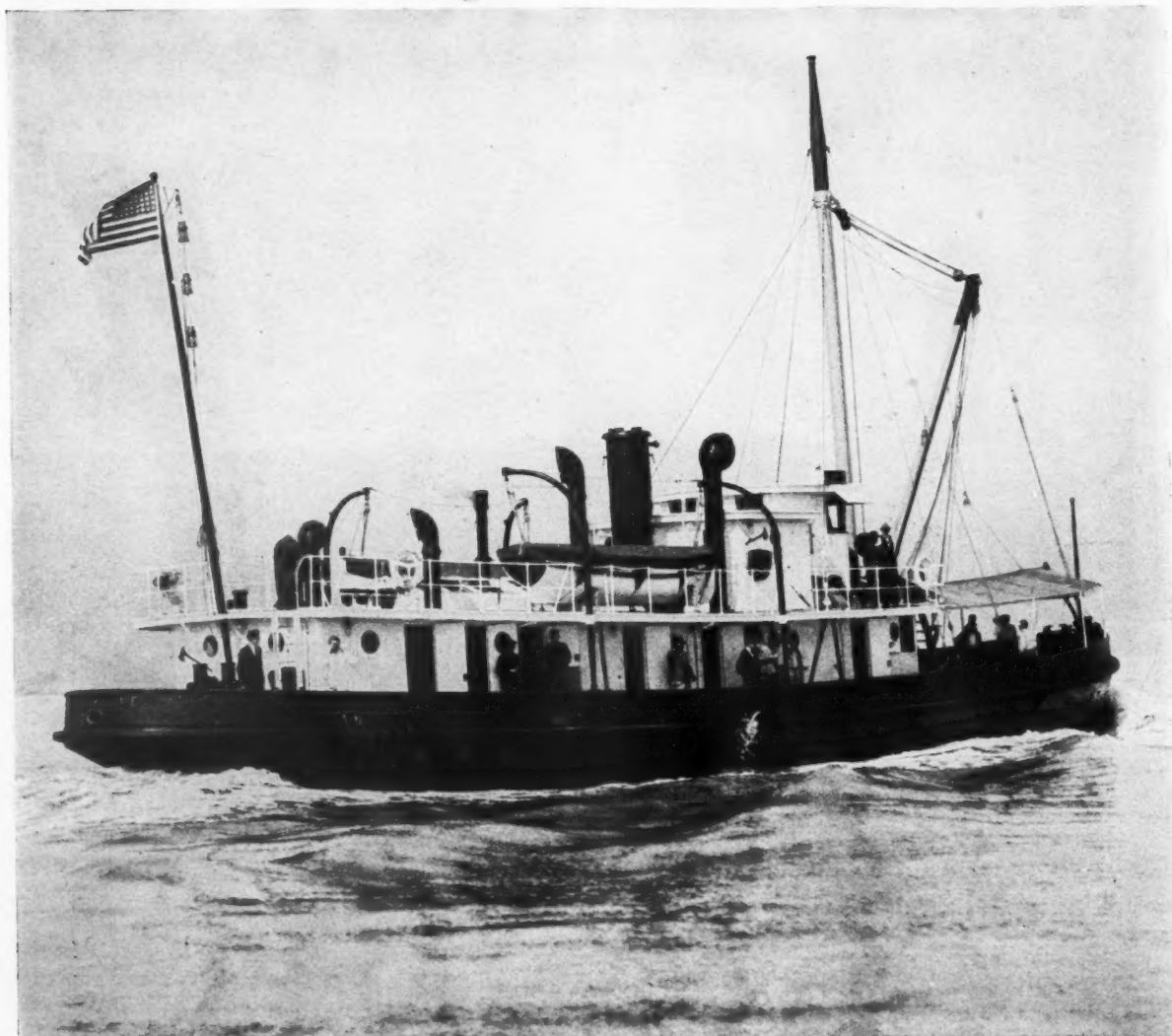
A HIGH NICKEL ALLOY

MONEL METAL

NICKEL ALLOYS PERFORM BETTER LONGER

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CAPTAINS KNOW THE ROPES!

The Plymouth Cordage Company began the manufacture of rope in 1824, to supply the need of the local fishing fleet for a dependable rope that could be used for boat-gear as well as for fishing-gear. From that day to this, Plymouth Ship Brand Manila Rope has set the standard by which rope service is measured in the fishing industry.

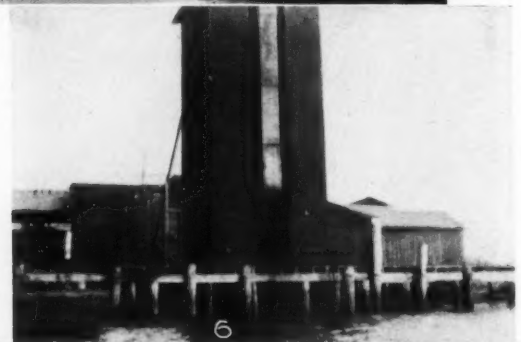
Plymouth quality is no superficial claim. From the initial grading of the Manila fiber in the Philippines, through every detail of the scientific manufacturing process, Plymouth Ship Brand Manila Rope has the advantage of more than a century of rope-making experience, plus the determination to offer the buyer the most for his money in rope-value.

There's a Plymouth rope for every purpose — in every port. Trawl twine, pot warp, net rope, lobster twine, anchor cables, or purse lines — many types for many uses, but all of Plymouth quality! Fishing captains who "know the ropes" say you get the best when you buy Plymouth Ship Brand Manila Rope.



PLYMOUTH CORDAGE COMPANY
North Plymouth, Mass., and Welland, Canada

The Rope You Can Trust



Views in Florida

1. The "Theoflos", owned by John Trogaris of Fernandina, showing Capt. Jones and Uncle John on deck. Equipped with Acme Fish Hoist and Hyde propeller.
2. Fish house of the Walter Petersen Fish Co., Ft. Pierce.
3. Florida Fish & Produce Co., Palmer engine distributors of Jacksonville.
4. Plant and wharf of Florida Fisheries, Inc., Fort Pierce, of which Lacey Vaughan is President.
5. Hauling out a 200 lb. green turtle at the Thompson Fish Co., Key West.
6. Menhaden plant of Wallace M. Quinn at Fernandina.
7. Capt. E. S. Root on the net rails, Fort Pierce.
8. Chester Thompson, authority on sea life and dealer in marine curios, showing two unique sponges taken near Key West.

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REGISTERED U. S. PATENT OFFICE

"The Fisherman's Magazine"

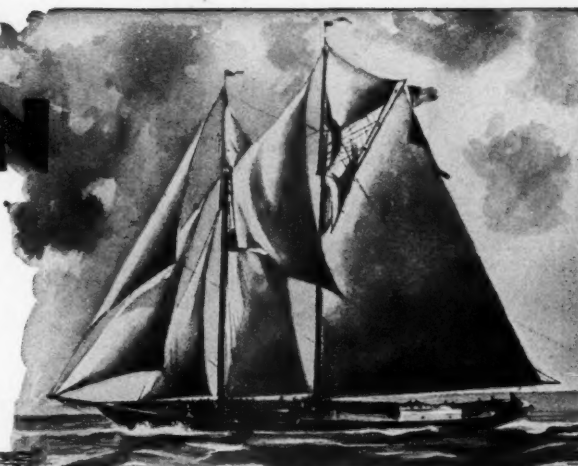
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Crisfield, Maryland Chesapeake Bay Shipping Point for Terrapin, Shad, Herring, Croakers

By Edward Bowdoin

THE diamond back terrapin was at one time so abundant in the marshes of the Chesapeake Bay and its tributaries, that early in the eighteenth century a law was passed in the Maryland legislature that slave owners should not feed their negro slaves terrapin more than twice a week.

The diamond back terrapin has delighted the epicurean since the early colonial days of Maryland; at the banquets of the aristocrats, the diamond back terrapin was on the menu, and today no banquet is complete without it.

Previous to the Civil War there was such a plethora of diamond backs in Maryland and Virginia that they were considered one of the cheapest foods. It was quite common for a cartload of them to be bartered for a small quantity of vegetables and tobacco, or sold for the proverbial song.

Five varieties of diamond back terrapins are recognized as occurring along the Atlantic and Gulf coasts of the United States, as follows: the Carolina terrapin, with a range extending from central North Carolina to Florida; the Chesapeake terrapin, which occurs in the Chesapeake Bay, Southward to the North Carolina sounds and Northward to Buzzards Bay, Mass.; the Florida terrapin along the Gulf Coast of Florida; the Louisiana terrapin, which inhabits the coast from the mouth of the Mississippi River Eastward to Florida; and the Texas terrapin, which occurs along the coast of Texas and outlying islands.

Diamond back terrapin inhabits the salt and brackish marshes near the coast and in

former years were very abundant. In more recent years, however, they have come to be regarded as one of the greatest delicacies known to connoisseurs, and the demand for them has led to such persistent over fishing that a marked diminution in numbers has resulted.

The Chesapeake terrapin is considered one of the superior varieties, and until recently brought for 7 in. per doz. \$80.00; 6 in. per doz. \$60.00; 5½ in. per doz. \$32.00; 5 in. per doz. \$20.00. The prices have fallen off correspondingly with other seafoods. The Carolina terrapin is usually a few dollars cheaper. The Florida, Louisiana and Texas terrapin have sold for less than the Carolina.

The constant wholesale use of diamond backs gradually brought about their decline until they became so scarce it was necessary to pass a law to protect those that remained from being caught en masse and so cause the passing of this variety. The law also limits the size that may be caught, as it takes from eight to ten years for the diamond back to develop enough to be of a marketable size. Maryland and North Carolina have both passed laws for the conservation of the diamond back terrapin.

Realizing that these valuable animals were doomed to an early extinction, or that, at least, their number soon would be so reduced that fishing for them would not be remunerative, the Bureau of Fisheries, as long ago as 1902, began experiments in breeding them in captivity. Private individuals have also tried the same, and have reached some measure of success.

The United States government has an experimental pound at Beaufort, N. C. Wallace M. Quinn and Ellyard Holland have a terrapin farm in Crisfield, Md., and have made a marked success of this new development in terrapin raising and shipping. Mr. Holland has been engaged in the terrapin business for thirty years and is an authority on the diamond backs. This firm does not rely on raising terrapin alone, they buy all the terrapin that are caught by the fishermen, and place them in their pound and feed them until they are shipped on orders.



A fleet of runboats in the shad and herring business in Crisfield Harbor, Md.



Where the large terrapin are kept.

The terrapin pound in Crisfield is visited by thousands of tourists annually in Summer to see the terrapins sunning themselves on the banks of the stream.

Shad, Herring, and Croaker Season

The season for shad and herring opened a month sooner this year, beginning the first of February instead of the first of March as formerly in Maryland, but owing to the cold weather during February there were very few fish in the local market. The season in Crisfield is usually in full swing about the second week in March and extends until the second week in April.

The shad, herring, and croaker business has developed from a small industry, increasing each year, until now it means \$1,500,000 to the local packers and catchers. Run-boats from Crisfield touch every point on the Chesapeake Bay and its tributaries. The fish are bought and brought to Crisfield where they are packed and shipped to the Northern and Western city markets. In the last two or three years a large market has also been developed in the South.

The Western cities receive the fish in carload lots, New York and Philadelphia by truck. The trucks leave at night and the fish are in the market for the morning's sale.

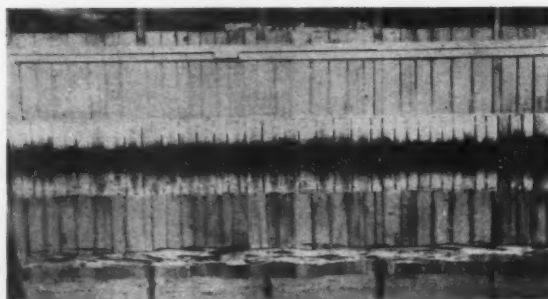
The shad and herring season opens in Morehead City, N. C., about a month sooner than in Crisfield. The fish migrate North to the Chesapeake Bay and its tributaries to spawn. In the mouth of the Bay and farther up to Pocomoke and Tangier Sound the waters are lined with fish traps, and thousands of fishermen are engaged in the catching of the delicious shad.

Herring at the beginning of the season bring good prices, but later they are so plentiful that they are thrown away, not being worth saving.

Croakers come just after shad and last year the fishermen received good prices, realizing quite a profit on these fish. The demand for croakers has increased yearly, and a peculiar fact is that they seem to increase their supply to meet that need.

Over a million pounds of shad alone were caught in Maryland waters last year. The price in the beginning of the season is usually about thirty-five cents a pound for roe shad and fifteen cents a pound for buck. Large quantities of roe shad are split and shipped to be made into caviar.

Crisfield is the largest fish shipping point on the Chesapeake Bay, and among its largest dealers are: John T. Handy Co., C. A. Looekerman, George A. Christy Co., W. L. Tull & Bro., L. R. Carson, Wallace M. Quinn Co., and Ralph Riffin & Bro.



Each little dot means another terrapin.

Long Island Fishermen Opposed To Petition Restricting Use of Shrimp

By J. R. Leonard

EASTERN Long Islanders who fish for sport and for a living are about to have a very heated debate in the near future if the proposed petition to the State Assembly is sent in. The taking and the use of shrimp during the weakfish season is the point of argument. The petitioners claim that the taking and the use of shrimp is destroying the feed upon which the weakfish live while in these waters to spawn. On the other hand the others maintain that nearly the entire amount or at least 95% of these shrimp are returned to the water as chum and are not destroyed. The party business in Peconic Bays and neighboring waters has grown to a very lucrative business during the past few years, and is due mainly to the use of shrimp as chum and bait, by these party boatmen. The proposed petition will ask to prohibit the taking of shrimp before June 1st, and by net or power. The petitioners further claim that the resulting use of this bait is diminishing the supply of weakfish. This was proven as false the past season, as more fish per boat were caught during the 1931 season than ever before. It will do untold harm to the party boatment of all Long Island who work these waters during the season, as sportsmen will refuse to fish under conditions that will net them but one-tenth or less of the preceeding years' fishing days. It is reported that the petition asks to prohibit gill nets and line trawls for weakfish. Fishermen will undoubtedly vigorously protest such an action.

Scallops

Scallops are bringing better prices of late. Bug scallops have been divided into two classes, small and mediums. Small average \$2.25 to \$2.50 a gallon. Mediums, \$3.25 to \$3.50, and large scallops \$4.50. Very few large scallops are being shipped from here. At Sag Harbor, where last Fall one could count fifty or sixty sails, now most of the time but one is seen, that of Capt. John Cosgrove and his *Vida*.

Seeking Appropriations for Harbor Improvements

A movement has been made by local organizations at Bay Shore to secure some of the Federal appropriations for harbor improvements, to construct a boat basin at Cap Tree Island, dredge the channel at Whirlpool Point, Whig Inlet, and widen channels to Babylon and Bay Shore.

Shipped Small Clams to France

G. Vander Borgh & Son of West Sayville, were busy recently in filling an unusual order of 165 tubs of small clams for a customer in France. These clams were shipped by tub to lessen the danger of breakage in handling. These clams are to be used as seed in an experiment in raising this sea food which is now not used very extensively in France.

Anniversary Celebrations

Monday, February 22nd, at East Hampton was the scene of a supper celebrating the 25th anniversary of the last whale killed off these shores. This whale was killed by the late Capt. Joshua Edwards on Washington's Birthday in 1907. More than twenty men now living who participated in the capture were guests of E. J. Edwards, son of Capt. "Josh", at his home at East Hampton.

Rescued by Coast Guard

Herman Spenkel, of Brooklyn, owner and skipper of the beam trawler *William*, a 50 ft. craft which had grounded on the bar on the West side of Jones Inlet, was rescued by the crew of Coast Guardsmen of Point Lookout Station, late in the afternoon of February 20th, after a stiff two mile pull through heavy seas.

Montauk Fisherman Drowned

Early February 16th Henry J. McDonald, Montauk fisherman, left the beam trawler *Minerva*, on which he was in the company of Carl Creaser, to board another craft docked nearby. He evidently slipped and fell overboard and was drowned, as his body was found fully dressed floating nearby a few hours later.



Some of the fleet owned and operated by J. E. Hardee & Son, Galveston, Texas.

Maine Lobstermen Working For Decision on White-Nelson Bill

By Alfred Elden

THAT Maine will do its best to get the White-Nelson bill enacted into law is evident from the delegation it sent to be in Washington on March 1 when the first hearings were scheduled. The delegation from Maine was led by Horatio D. Crie, Director of Sea and Shore Fisheries, of Rockland, and the Rev. Orville J. Guptill, missionary pastor of the Maine Sea Coast Mission, Bar Harbor. Nobody has more knowledge of what the Maine lobstermen are facing than these two. Others, fishermen and dealers, in the Washington party, were Howard Maxwell, Cape Elizabeth; Walter McIntire, Peaks Island; Mortimer Harris and Ralph McLean, of Portland; Charles Thomas, Bailey Island; Harvey Barlow, Boothbay Harbor; Rupert Reilly, New Harbor; William Cook, Tenants Harbor; E. S. Loud, Vinal Haven; Harry Johnson, Swan's Island; David Melanson and Harvey Beal, Manset; Clarence Smith, Bernard; Gilbert Gerrish, Winter Harbor; W. O. Beal, Jonesport; B. H. Beal, Beals; Raymond Teel, Frenchboro; Charles E. Smith, Cutler; A. N. Hatch, and Emerson J. Eaton, Stonington; Raymond McIntire, West Point; Sherman Jameson, Friendship, and C. D. Wallace, Cutler.

The sub-committee of the Senate Commerce Committee, before whom the members of the delegation appeared, consisted of Senators Howell, of Nebraska, chairman; White, of Maine, and Copeland, of New York.

The White-Nelson bill prohibits the importation of lobsters into this country that measure less than 10½ inches which is the Maine standard.

Until this question is settled it is hard to predict what may happen in Maine's lobster industry. A good many fishermen feel that if the law does not pass, Maine might as well fall in line with Canada and all the other lobster producing states of our own country and adopt a nine-inch measure. This, at least, would put her on a parity with the others.

For every 10½ inch lobster the Maine lobsterman takes from his trap he is probably obliged to put back into the sea three or four between 9 and 10 or a little over which are illegal for him. If he could save these as the others do, some feel he would catch enough more lobsters to make a living even though prices are down to unheard of low figures.

But Maine has come so thoroughly to believe that the 10½ inch law is the best law possible for the maintenance of the lobster supply, that it is doubtful if its law makers

could be induced to change it. Yet here too, one finds wide differences of opinion. The double-gauge law, advocated by Dr. Francis Hobart Herrick many years ago, has hosts of supporters. This makes it permissible to catch and sell all lobsters between 9 and 13 inches in length overall. All others must be released.

Briefly, the idea is that the most prolific of the breeding lobsters are all over 13 inches. When it comes to egg bearing, the lobsters between 13 and 16 inches show 200 per cent more than the sizes between 9 and 10½ inches. One objection to the double-gauge law came from the fishermen who used to catch so many of the big, heavy fellows that their poundage meant big money. Today, however, this objection does not exist for the reason that there is little or no demand for the big fellows or "jumbos" as they are known. The pound or pound and a quarter size, the "chickens" between 9 and 10½ inches, is the size the trade wants today. That's why this battle really is one between Maine and the field, so to speak. It is the State that is effected the most by the Canadian lobsters and the only State perhaps where the life of the industry actually is at stake.

The Maine lobstermen feel that the only absolute remedy is to impose a tariff on Canadian lobsters of perhaps 30% which is what they tax our lobsters entering their country. If they could have their way they would have this duty imposed and retain Maine's present law. It is freely talked, however, that if they are given no protection against the Canadian competition, many will be driven to extensive traffic in "shorts", a traffic they have quite generally given up by a "gentlemen's agreement" during the period that, without Canadian crustaceans, they were able to find a lucrative market for their catches. When the Summer vacation season is on it is a fact that there is no lack of a market for "shorts". Otherwise law-abiding citizens seem to think it is fascinating game to be able to buy say a dozen lobsters that measure nine inches or close to it for \$1.50 to \$2.00. To prevent this traffic would require a small army of wardens, an expense which Maine is in no position to stand just now.

The fines for having short lobsters in one's possession are pretty stiff—\$5 for each lobster, but the proceeds of such sales are practically all "velvet" as the lobsters cannot be sold in open market. Of course there are the majority of fishermen who are strictly law-abiding, who will handle no "shorts". They state frankly that they will be forced out of the business if the Canadian competition is not stopped. But, of course, there will be others if the law fails of passage, who, feeling their country has done nothing for them, will, to say the least, be in a mood to turn a dollar where they can.

To this day it is safe to say that a majority of the lobstermen of the Maine coast resent, and always have resented,

throwing back lobsters that all other states and Canadian fishermen may keep.

Sardine Packers Seeking Aid of Congress

The sardine packers, as well as the lobstermen, are certainly having their troubles. Their future appears to depend upon what aid Congress gives them, as much as that of the lobstermen. The finest Norwegian sardines are frequently featured by the big chain stores at two boxes for 25 cents, and early in March one Boston establishment was offering an excellent brand of Norwegian goods for five cents a can! Such competition is, of course, ruinous to the Maine product. After two bad years, and now with this foreign competition, it is pretty hard to view Maine's great sardine industry with much optimism. It is too early to know whether the sardine herring will be of the right size and quality this year, or whether general conditions will be such that the packing business can be carried on satisfactorily—which, of course, means profitably. The air is full of rumors about changes and contemplated changes centering around old established plants.

Good Smoked Herring Business Expected

The first of March saw the gradual arrival of orders for boneless smoked herring at Lubec from New York and

Capt. Greene, only 30 years old, is widely known as a daring fisherman. Last Summer, with Albert Parsons, he spent two weeks on Cashes, 85 miles offshore, in a small boat and was planning to go swordfishing on Georges with the same boat, when he received a chance to go in a schooner.

To Handle Shellfish at Damariscotta

Hilton & Hilton, crab meat dealers of South Freeport, have arranged to lease a part of the Curtis Wharf at Damariscotta and plan to erect a suitable building for handling the shellfish. They expect to employ about a dozen hands. The Damariscotta River is a 12-mile long estuary which swarms with crabs, they being so abundant that no other fish can breed in its waters. A few years ago a crab fisherman during the Summer took 4,000 crabs a day. No fishing has been done since, and this arm of the sea is considered probably the most prolific crab water on the coast. Hilton & Hilton have long done a big business in crabmeat, wholesale and retail, in the Portland area.

New Fog Horns Wanted

Rep. John E. Nelson, of Maine, has opened discussion with the Lighthouse Department looking toward the installation of a fog horn on Saddleback Ledge at the mouth of East Penobscot Bay where there is now only a light and



The "Pofisco", one of Portland's fastest, finest fishing boats. She is owned by the Portland Fish Co., Custom House Wharf, and was built at Lubec in 1926. Dimensions are 70 x 16 x 7, and she has a 100 h.p. C. O. engine.

midwest wholesalers. It is believed business will now pick up to a point where at least 100 operatives will find employment. C. W. Keller, Tucker Brothers, the J. J. McCurdy Fish Co., and the Columbian Packing Co., were in operation in late February, and W. B. Mowry, the Conscook Fish Co., and the large Peacock stand were soon to follow suit. It is believed all 16 stands around Lubec will be in operation by mid-March.

Sails Craft at Steamer's Speed

Every stitch of canvas flying in a 40-mile breeze, Portland's youngest fishing skipper, Capt. Harry Greene, sailed the Portland Fish Company's flagship, the *Bernie and Bessie*, from Boothbay Harbor to Portland on March 2nd, in three hours and 25 minutes, beating the *Fannie Belle*, commanded by Capt. Fred Estes, by 45 minutes.

By the time the large schooner, the *Fannie Belle*, made port, Capt. Greene had landed his 2000 pounds of fish, the *Bernie and Bessie* was cleaned up and her crew had gone ashore.

In the 32-mile run from Boothbay the *Bernie and Bessie* equalled the average steamer time and every mile was made under sail power only.

The vessels were only three lengths apart as they left the harbor, but when they got outside, Capt. Greene kept offshore, taking the outside course around Seguin. The *Fannie Belle* stayed inside, with smoother water, and because of the 40-mile breeze out of the Northeast, ran along under just the jib and foresail, her skipper reported.

Until the *Bernie and Bessie* was almost off the end of Custom House wharf, Capt. Greene kept all his canvas on her, jib, foresail and big gaff mainsail. His running time showed that under this spread of sail, he averaged 11 knots for the trip.

a bell. He also is inquiring about the chances of getting an automatic light and horn at Green Ledges, 14 miles up the Penobscot Bay and River.

Successful Fish Plant for Over Fifty Years

The Willard-Daggett Co. has been in business more than half a century at Portland, 12 years under its present name, and it is one of the most complete fish handling plants on the coast. In addition to its Central Wharf property the company operates four lobster pounds with a total capacity of one-half million pounds. One of the largest of these is at Grand Manan from which stock is drawn to supply plenty of shellfish at a time when they are scarce elsewhere. This company has a fine fleet of fishing vessels and lobster smacks.

Installing Radio Beacon at Lubec

At West Quoddy Head, Lubec, work is now going on by Government employees who are installing a new radio beacon there. It is said that a separate power plant will be placed at the station to be used in place of the present light and steam fog siren. This plant will operate the light by electricity to about five times its present intensity, and will also run an electrical fog signal.

Changes in Light Signals

The Superintendent of Lighthouses, Portland, Me., announces the following:

Seacoast, Maine, Boon Island Light Station: Intensity of light to be increased about March 15, 1932, to 75,000 candlepower. (Local Light List, New England Coast, 1931, No. 102), (Light List, Atlantic Coast, 1931, No. 102).

Seacoast, New Hampshire, Isles of Shoals Light Station: Fog signal to be changed about March 23, 1932, to a Tyfon to sound a three-second blast every 30 seconds.

A ball sounding a group of two strokes every 20 seconds

was installed temporarily Feb. 10, pending the installation of the Tyfon, the siren was discontinued. (Local Light List, New England Coast, 1931, No. 109), (Light List, Atlantic Coast, 1931, No. 109).

Statement Corrected

In the February ATLANTIC FISHERMAN I inadvertently said that the Lighthouse Department had established a radio beacon on lonely "Half Way Rock". When I was a newspaper editor it was sometimes the practice to "pass the buck" for an error to the proof reading department. In this case I claim no such alibi for my carbon copy shows I wrote it the way it appeared. Sorry! The radio beacon is on "Mount Desert Rock", 27 miles off in the open Atlantic from Bar Harbor.

Fishermen Adrift for Twenty-four Hours

After the spark coil on their fishing boat gave out, two Portland fishermen, Orderson C. Thompson, his son-in-law, Rodney E. Bucklin, and Adolf Olsen who went along as a passenger "just for the trip" drifted helplessly for 24 hours. They were picked up 20 miles from where they broke down by a Hampton boat manned by Paul York and Lorin Wallace of Portland and towed in. They suffered from cold, exposure and hunger but sustained no lasting ills. The light-

The Boston Trawling Company's "Newton", 124 ft. in length; beam, 23 ft.; depth, 13½ ft. Her equipment includes a 460 h.p. Fairbanks-Morse main engine, latest type, scavenger pump, force feed lubricating system; Fairbanks-Morse 100 h.p. auxiliary engine, direct connected; 80 k.w. continuous duty generator; Fairbanks-Morse 20 k.w. generating set for light and driving auxiliary equipment in engine room; Edson steering gear and bilge pump, R. C. A. wireless, Kelvin & Wilfrid O. White compass of latest type, Lothrop fog horn, Marine Household range and Edison batteries.



house tender *Hibiscus* and the Cape Elizabeth Coast Guard surf boat had hunted unavailing for them for several hours.

Capt. Foye

Capt. Joseph A. Foye, 52, widely known Southern Maine fisherman, died at the wheel of his boat while fishing off the Isle of Shoals with his partner, George Lathrop, of Portsmouth, N. H. Foye, with Joseph Thorne, was engaged in an extensive fish business at Portsmouth.

Sebasco

The month of February was quiet with the lobstermen, and line trawlers were unable to do much fishing owing to the bad weather. Several of the local fishermen have been clamming for the Quincy Shell Fish Co. of Quincy, Mass., being paid 60c a bushel. Capt. Henry Alexander acts as local agent for them.

Capt. Bernard York had a narrow escape recently from carbon monoxide gas poisoning, after the exhaust pipe on his engine let loose.

West Point

There are over 20 boats operating here at present, a few being line trawling boats and the rest lobstermen. Owing to such bad weather through February, they were able to fish only a few days. When bad weather prevails most of the fishermen hang out at Capt. Herman Smith's fishermen's supply store.

Cundy's Harbor

The sloop *Georgia C. Bowden*, Capt. Ernest Darling, has been line trawling all Winter and doing very well. His boat is larger than many of the others and enables him to make a set even in bad weather.

The six local draggers have been doing well flounder dragging with fair prices prevailing all Winter.

On The Boston Fish Pier

New Officers Elected

AT the Massachusetts Fisheries Association meeting on February 11, the newly elected officers were: A. L. Parker, President; Wm. Westerbeke, Vice-president; Perley Raye, Secretary; Edward H. Cooley, Manager, and Harry Alpharin, Treasurer. The directors are: John Fulham, Joseph Lemere, Perley Raye, A. L. Parker, Wm. Westerbeke and Harry Alpharin.

Radio Broadcasts Relating to Fishing Industry

The Massachusetts Industrial Commission started a series of broadcasts on the industries of Massachusetts over Station WNAC on February 27th. These talks will be given every Saturday night from 8:30 to 8:45 over WNAC, and George E. Willey was selected by the Commission to give the talk on the fishing industry.

Landings at Boston Fish Pier for Week Ending March 5th

February 29th: *Newton* 125,000; *Tide* 110,000; *Flow*, 83,000; *Winthrop* 118,000; *Plover* 128,000; *Cormorant* 68,000; *Holy Cross* 146,000; *Trimount* 75,000; *Princeton* 76,000; *Irene & Helen* 61,000; *Andover* 51,000; *Marie and Winifred*

50,700; *Nina B.* 51,000; *Vandal* 36,100; *Rainbow* 31,000; *Evilina M. Goulart* 33,000; *Leonora C.* 41,500; *J. M. Marshall* 27,000; *Shamrock* 100,600; *Corinthian* 71,000; *Grand Marshall* 78,000; *Mary F. O'Hara* 66,000; *Edith C. Rose* 51,000; *Adventure* 35,700; *Gertrude L. Thebaud* 61,500; *Catherine* 109,000.

March 1st: *Harvard* 40,000; *Sea Hawk* 74,000; *Loon* 81,300; *Ocean* 96,500; *Gale* 88,500; *Elvira Gaspar* 64,500; *Maris Stella* 71,000; *Laura Goulart* 49,500.

March 2nd: *Brookline* 75,500; *Sheldrake* 65,000; *Cornell* 63,500; *Shawmut* 53,200; *Georgetown* 54,500; *Ebb* 114,000; *Geraldine and Phyllis* 12,500; *Ruth Lucille* 15,000; *Gov. Al Smith* 17,000.

March 3rd: *Boston College* 65,500; *Alvin T. Fuller* 28,000; *Dacia* 36,000; *William S.* 11,000.

March 4th: *Gemma* 40,500; *Saturn* 78,000; *Wm. J. O'Brien* 74,000; *Vagabond* 20,500.

March 5th: *Boston* 23,500; *Carrie S. Roderick* 20,000.

Arrives with First Halibut

The schooner *Viking* arrived on February 12th from St. Pierre Bank having 18,000 lbs. of fresh halibut, the first arrival of green halibut this season. Capt. Hans Harem reports bad weather and halibut scarce. His vessel uses the long line method and carries 7 men and was 26 days on voyage.

Other Halibut Arrivals

Capt. Carl Olson, of the *Oretha F. Spinney*, came in with a fine trip of halibut on February 26th, stocking over \$7,900.

Capt. Foreman Spinney, of the *Azores*, arrived the 27th with 25,000 pounds and received 15½¢ and 13½¢ for them.

On March 3rd Capt. Jim Mason, of the *Pollyanna*, came in after five weeks with 20,000 pounds of halibut and reported

the fish as being scarce. The price paid was 14 and 17½¢ a pound.

Two Halibutters Ready

Capt. Val O'Neil of East Boston, formerly of the *Ruth* and *Margaret* and other vessels of the Boston Fishing Fleet, has been engaged to take out the *Pilgrim* when she leaves here shortly on a halibutting trip.

The *Arthur D. Story* will engage in halibut fishing under command of Capt. Arthur Grimes.

First Handliner

Schooner *Aeolus*, Capt. Goodwin, arrived here from Gloucester on March 3rd, and was expected to sail for the Rips on the same day, making her the first handliner to sail this season.

Weather Too Rough to Try New Venture

Capt. Iver Carlson, at the Fish Pier on February 8th explained that if the weather hadn't been so rough he would have brought home some fish. Capt. Carlson has been experimenting with the trawler *Dartmouth* to find out if halibut can be caught with a beam trawler.

Although she only brought in 2,000 lbs. of halibut on this trip she had a total fare of 67,000 lbs.

Trawler Battered by Heavy Seas

With all windows in her pilot house broken as the result of a Northwest gale on the fishing grounds 200 miles East of Boston, the steam trawler *Tide* of the Bay State Fishing Co. arrived at the Fish Pier on February 16. Capt. Augustus Dunsky reported the trip to be one of the worst he had ever experienced. The helmsman was nearly drowned by one big wave and at the height of the storm James Mallock of Lynn, the cook, was thrown from his berth when an unusually heavy sea rolled the trawler almost under.

Chatham Buoy to be Relighted

On his arrival at the Fish Pier on February 3rd, Capt. Lawrence Santos, skipper of the Provincetown fishing schooner *Mary P. Goulart*, reported that Chatham lighted buoy No. 6, an important one for fishermen operating in South Channel, has been extinguished since January 28. The Lighthouse Bureau has been advised and they will take immediate steps to have the buoy relighted.

Changes in Lights

Dating from February 1, the Cape Cod Canal lights 10A, 13A, 12A, 14A, 15A, 16A, 17A, 18A, 22A, 23A, and 31A are to be maintained by the Lighthouse Bureau instead of the U. S. Engineers, War Department, and their intensity will be increased to 60 candlepower for the white lights and 18 for the red.

On or about February 22 the characteristic of the front and rear lights at the Easterly entrance to Cape Cod Canal was changed to flashing lights of two and one-half seconds, separated by half a second dark interval, and the candlepower was increased to 940, according to a notice sent out to shipping interests recently by the Lighthouse Bureau.

Warned of Icebergs

The branch Hydrographic Office in the Custom House was informed on March 1st that several growlers or small icebergs had been sighted in latitude 44.30 North, longitude 54 West. This position is about due East of Sable Island and is the Southernmost point at which ice has been reported this year. The information was passed along to the Coast Guard, which about the middle of March will inaugurate the international ice patrol.

Beam Trawlers Arrive Badly Iced Up

The Boston beam trawlers *Boston* and *Saturn* made port on February 23rd sheathed in frozen spray, presenting more the appearance of icebergs, than vessels.

Decks and superstructures were deeply coated but, according to the crews, the ice that remained upon arrival was as nothing compared with what had been chopped away to keep the vessels from becoming top heavy as they rolled rails under in battering seas. Forward, on each craft, the ice accumulated until inches thick, and rigging was swollen many times its size.

The *Boston*, Capt. C. J. Coffin, came from Emerald bank about 400 miles distant from Boston. The *Saturn*, Capt. Mackey, came from LaHave Bank, approximately 350 miles to the Eastward and was three and one-half days making the passage.

Stranded Trawler "Flow" Floated

After lying for six hours on Lovell's Island, the Bay State Fishing Company's beam trawler *Flow*, which stranded on

Monday night, February 29th, was floated the next morning by the tug *Eileen Ross*. The *Flow* returned to port and, after an examination had disclosed no injury, she proceeded again on her way to the fishing grounds.

Engineer May Lose Foot

Reginald Gedes of Beachmont, engineer on the local schooner *Corinthian* was landed at the Fish Pier on February 16th with a severely injured foot.

Gedes slipped into the shaft pit of the vessel while fishing on Georges, and his left foot was crushed very badly. After some effort he managed to release the foot and crawled aft to the cabin where he was given emergency treatment and the craft immediately started for home.

Upon arrival at Boston, Gedes was taken to the Chelsea Marine Hospital where an effort was made to prevent amputation of the injured foot.

Sick Skipper Landed at Shelburne

Fishing schooner *Mary E. O'Hara* which was one of the arriving fleet at the Fish Pier on February 11th, was brought in by Capt. Richard Vallis who took the place of Capt. John Vallis the regular skipper, who was landed at Shelburne, Nova Scotia. He was stricken with pneumonia and the vessel put into Shelburne.

"Yankee" Ashore But Is Floated Again

While outward bound from Boston to Georges on February 18th the auxiliary fishing schooner *Yankee*, Capt. Daniel MacLean, with a crew of 19 men on board, ran ashore off Lovell's Island just before low water, and remained there until evening, when she was pulled off by the tug *Eileen Ross* and went to the fishing grounds. When the tide receded the vessel listed sharply to port, but righted on the incoming tide. The crew remained on board, and the vessel suffered no injury.

Sighted Wreckage

On his arrival at Boston on February 24th Capt. Frank Roche, skipper of the *Cape Ann* from Brown's Bank, reported having sighted an overturned scow, adrift, in the vicinity of Boston light. It was a menace to navigation, and steps are being taken to recover or destroy it. The *Cape Ann* had a fare of 60,000 pounds of groundfish.

Provincetown

By J. C. Johnson

THE dory fleet produced 50,000 pounds of groundfish, dressed, on February 13, which was by far the largest day's yield by the Provincetown boats this Winter. After this piece of luck that brightened an unusually poor Winter, a spell of unfavorable weather set in and lean fishing was again in evidence until Washington's birthday—fishermen celebrated that holiday in their own way by shipping out 25,000 pounds of groundfish.

The heaviest shipment on the 13th went from the S. S. Sklaroff & Sons wharf—27,000 of haddock. High man at this wharf was dory fisherman Joe Perry with 2,500 pounds. A number of dories were credited for 1,500, dressed. Dory catches were taken off the Whistling Buoy, beyond Highland Light, extending to 20 miles out. Flounder boats did comparatively well on the 13th, there being several six-barrel catches.

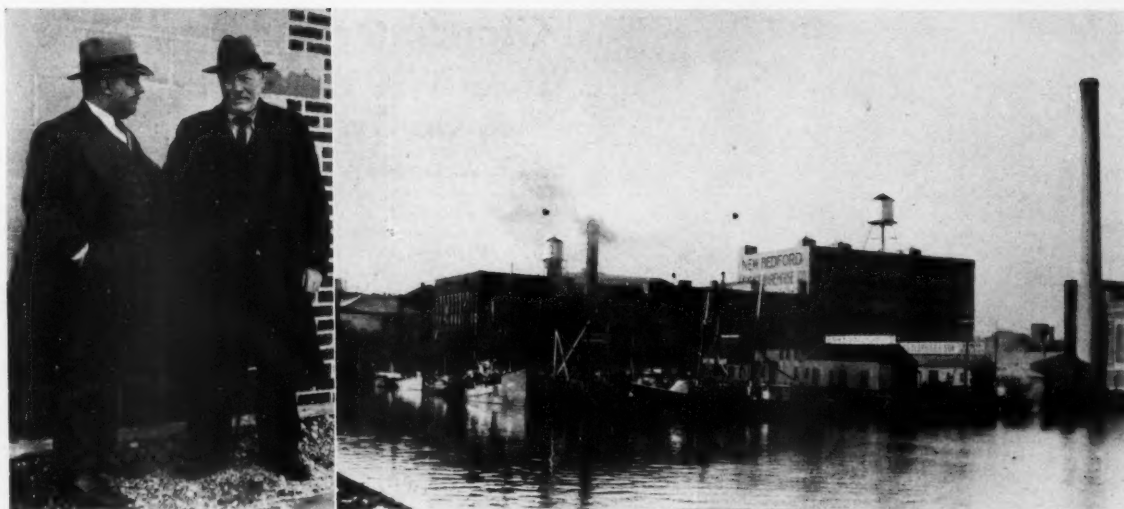
The fish brought in on the day Washington's bicentennial was observed were taken 10 to 20 miles out from the Race, consisting mostly of fine quality haddock. Most of the hauls had a sprinkling of red fish. Doryman Joe Thomas had 80 pounds of red fish in his 1,200 pound haul. On this day the Sklaroff firm again did the heaviest shipping—15,000 of groundfish and 75 barrels of flounders. Both dory and flounder fleets, taking advantage of the ideal Springlike day, went out full force, but the latter did only fair, no catch running over three barrels. J. A. Rich Company shipped 75 barrels of flounders as well as 5,000 of haddock.

Flounder Spawn Dumped in Harbor

Early in the month a load of 41,000,000 flounder spawn trucked here from the Woods Hole hatcheries, was dumped in the harbor near Long Point.

Fisheries to Have Better Freight Service

The N. Y., N. H. & H. R.R. has responded to the Provincetown fisheries' appeal for better freight service by establishing a three-day schedule for outgoing shipments, supplemented by special truck service.



LEFT: William H. Killigrew, manager of the Hathaway Oil Co. wharf, and Capt. John J. Sater, better known as "Uncle John". RIGHT: The New Bedford Waterfront, showing Pier 3 and 4 where all the fishing boats from this city and others tie up when in New Bedford. The schooners tied up at the Piers are the "Julia", "Alamac" and "Mary E. Mullins."

Marthas Vineyard

Towns Working on Projects to Improve Shellfishery

By J. C. Allen

THE Wheelhouse Loafer who conducts this column feels justified in saying that the elements contributed not one darned bit toward making the anniversary of George Washington's natal month a glorious occasion. As far as weather is concerned, and everyone is more or less interested in the subject, February has been the lousiest month we have had around the Vineyard in some time.

The temperature has dropped to freezing and something below, three or four times, but it didn't make a cussed bit of ice; just made things uncomfortable for the folks that had become unaccustomed to such conditions. For, behold, as the old-time vaudeville magicians used to say: things started off like the coming of Spring. We had flowers blooming in the gardens and birds building bungalows. We struck Summer flukes close inshore and hake came in with mackerel in their pokes. Not only that, but a live mackerel was taken, fact, on the week of February fourth, by the schooner *Kestless*, of Gloucester, Capt'n James Nickerson. They brought the fish in and gave it to Sam Cahoon at Woods Hole, and it held the place of honor in his show window for days, as being the earliest doggone mackerel that was ever taken off the coast.

And then the weather went sour, and we've had North-erly winds and cold, raw days that freezes a man's bones and makes him grow old before he gets ready, to say nothing of icing-up the vessels and inspiring cusswords too numerous to mention, all of which adds nothing to a man's peace of mind or the welfare of his soul.

Inshore and off, the conditions were alike. While the Summer fish were showing here and there, some of the boys caught lobsters around the rocks, the silver eels ran, and were potted, a few herring showed up, and one haul of perch was taken, about fifteen barrels. So it may easily be seen that things looked a whole lot like Spring.

Yellowtails

But the log of the month's cruise doesn't sound like it, now that the month is past. Practically nothing but yellow-tails have come into the nets until the very last of the month. But these yellowtails have certainly run thick. The Lord only knows how many thousand barrels have been taken around the Vineyard, but there have been weeks when the catch was heavy enough to half-sole all the shoes of all the armies in the World War, and you may lay to that.

Dogfish

As the old-timers predicted, this warm weather knocked our haddock catch galley-west. Holding the dogfish around the way it did, made it almost useless to set line-trawls in any depth of water. The only line-trawls that did any business at all, were small outfits that laid inshore. Capt'n Dan Larsen, of Chilmark, has been setting regularly, just a small amount of gear, and taking good fares of fine cod, but it seemed as if the dogfish hung in deeper water and they just simply put the deep-legged craft out of business. Neither cod nor haddock have been taken in large quantities.

Cod and Haddock

During the latter part of the month, however, since the run of weather has become colder, the draggers have been bringing in more of both. The cod are fine, but the haddock have begun to spawn and are anemic, forlorn-looking darned things, mostly backbones and heads, as usual.

There is just one spot in the sea where these fish don't get thin in spawning time, and they run fairly good there until late in the season. Maybe they're on to this birth control idea or something, but anyhow they seem to preserve their strength and plumpness after all the other fish have grown weak and despondent.

Projects to Improve Shellfishery

There is still considerable agitation in favor of shellfishery developments here. The Lagoon Pond project, started over a year ago, is still on the list, and the final chapter, either for or against it will take place soon.

Lagoon Pond lies in the towns of Tisbury and Oak Bluffs, and was formerly the main harbor. It is over a mile in length, and there are twenty to thirty feet of water in its deepest parts, but the opening to the sea has nearly closed because of a bar that has been made across it.

The place is alive with seed scallops every year and this year was no exception, but they don't develop in the pond because it is too fresh and there is a very poor channel for them to pass out through. So when we got an easterly it drove windrows of them into the shoal water where a low course of tides left them dry. A cold snap came that night and the next day the gulls and crows had a feast.

So a considerable number of people are trying to get things lined up to dredge this opening and develop the shellfishery in the pond, but the project is still on the knees of the gods.

Oak Bluffs has another proposition all its own that looks mighty sweet. This is Sengkontacket Pond, almost as great in area but nowhere near as deep. It has one opening, and inside of that the scallops breed fine. But the pond is so long that there is a large area that doesn't get salted and it is the plan of Oak Bluffs to dredge another opening to salt the remainder. The proposition looks good, and is coming along.



The crew and Capt. of the flounder dragger "3 & 1", owned by Sam Cahoon of Woods Hole, Mass. Left to right: Capt. Alton Tilton, Leslie Tilton and Thomas Tilton, all of Vineyard Haven.

Edgartown, which town possesses a shellfishery that pays in some hundred and twenty-five thousand dollars yearly, is spending a considerable sum of money right now to improve it. A new opening is being cut through the ocean beach into Katama Bay, which will give a greater circulation of salt water and help the scallops and quohaugs besides furnishing a boat channel.

Appropriation Made to Fight Starfish

All this comes at an opportune time because the state has taken notice of the starfish menace and through the efforts of our own representative, Capt'n Ernest Dean and one or two others who know something about blue water and green, an appropriation has been made to fight starfish exactly as tree moths are combatted.

That is to say, if a town makes a certain appropriation, the state comes across with a larger cut and the local area is cleaned up. It's a darned fine thing, for the starfish are getting so thick that the ocean bottom looks like a patchwork quilt and the critters tackle everything from the scallops on to fullgrown men with whiskers that wade in tending seines. In fact, some of our hardiest souls have come home from beach-fishing trips and told harrowing tales of being tackled by murderous starfish that made fast all around and tried to heave them down and drown them. They seem to be growing larger, too, from what the fishermen say, but no one has reported any over three feet across.

Fishermen Enjoy Trap Shoot

It would not be right or just to log the monthly list of events without mentioning a big trap shoot that Charlie Welsh held at his Summer home on Chappiquiddick Island on Washington's Birthday. Charlie is one of our Summer visitors who hails from the Hub of the Universe and engages in land-bound business most of the time. But his dissipation is sword-fishing, and he spends much of his spare time on his farm on Chappiquiddick where he raises guineahens, turkeys and wild geese.

Being a sword-fisherman, he knows about all the commercial sea-skimmers on the Island, and so when he held his shoot, forty of these lads showed up and most of them go down to the sea for a living.

The high men included Capt'n Herb Flanders of Chilmark, who made high gun, Capt'n Bob Jackson of Edgartown, second, and in the team shooting, the Edgartown team included the host, Capt'n Jackson, Capt'n Horace Hillman, and two landmen, Willoughby and Lumsden.

Capt'n Ernest Mayhew of Chilmark was on the ground, and but for the rules he would have held a shot-gun in each hand and knocked 'em off two at a time. As it was, he smoked two pipes at once and then kicked about the draught. Ernest is the lad who hove an axe fifty feet into the air and shaved the tail-feathers off a wild duck some time ago. Manuel Swartz was there in person.

Gloucester

Hears Wm. H. Raye Talk On Oyster Culture

By E. A. Goodick

ON February 1st the Rotary Club listened to a very interesting and educational address given by William H. Raye, President of the General Seafoods Corporation. He was introduced by Clarence Birdseye, director of research in the local plant of General Seafoods, as a "down-easter" who learned the fish business from his father. He is responsible for the recovery of the old Sealship Oyster Co. which he sold to General Seafoods, and then became the latter's President, and the Vice-President of the Birdseye Packing Co.

The speaker declared that the oyster business is said to be the oldest organized business in the world. The first knowledge of the industry dates back to the beginning of the Christian era when an Italian was the initial oyster culturist. Traces of oyster beds have been noted in Wyoming, the clay beds of Mississippi, and along the Eastern coast from Richmond Bay, Prince Edward Island, to the Florida Keys.

When the colonies became organized, laws were made to protect the beds. Today, 19 states are engaged in the industry. The first impetus to the industry was given it by Connecticut in 1855 when that State ordered the ocean bottom be cleaned to insure better quality and greater quantities. Further encouragement was given by this State in 1872 when submarine land franchises were granted.

Today, the industry ranks first in importance in the fishing industry and has for many years, except a couple of years ago when salmon surpassed. There are 75,000 people employed, and last year over 75,000 tons of oysters were produced, equivalent in food value to 250,000 steers, and valued at \$20,000,000.

The oyster culturist, stated the speaker, is a submarine farmer. Connecticut has withdrawn granting franchises and allows leases only. One of the largest grants ever given in America was to the Smith family in 1693 by King William and Queen Mary. This grant took in 13,999 acres along the Great South Bay of Long Island, less than 4,000 acres of which were non-productive, and when Mr. Raye's company purchased the farm for a half million dollars in 1911, they considered it a bargain which it has proven to be.

The three types of oyster farmers are seeders, sellers, and those who both plant for breeding purposes and for the market. Oysters go through three stages on three different plots; namely, propagation, growing and maturing. During these periods, between which a year and a half elapses, the yield is from three to four hundred bushels to an acre. The United States Bureau of Public Health takes an active interest in the maturing grounds today, demanding that the beds be in an ideal condition so that the oysters should be flawless when handed to the shipper.

An oyster eats 20 out of the 24 hours every day, by allowing water to pass through his shell, and subtracting the desirable edible substance, while its mouth and an entrance to its stomach have perfect filtering devices permitting it to filter 99% of the material that is in the three quarts of water it inhales each hour.

Launch "Sebastiana C."

Plans were being made the first week in March to launch the new boat *Sebastiana C.*, built for Capt. Chianciola.

The boat is built along the lines of the lobster boat *Fannie* and is to be equipped with a Wolverine engine. After being made ready for sea, she is expected to make her first trip seining.

"Carlo and Vence" Launched

The new schooner *Carlo and Vence*, launched recently at Essex for Capt. Benjamin Favazza, hauled around under the shears at the Fort Wharf on March 2nd to install a new 150 H.P. Wolverine engine. When completed, she will be fitted with spars and rigging, and made ready for sea.

Returns from Southern Visit

Leo Linquata, one of the members of the Progressive Fish Co., has returned from a month's visit to the fishing fleet operating off the Virginia coast. He reported that the boats were doing a little better than they were when they first went down, and that they would probably make fair stocks before they started homeward about the middle of this month.

Shifting Over

Schooners *Natalie Hammond* and *L. A. Dunton* have hauled out of Winter haddocking and are shifting over to halibut-ting.

"Elsie" Here with Mixed Cargo

Schooner *Elsie*, Capt. William Nickerson, arrived home from Rose Blanche, Newfoundland shortly before 2:00 o'clock on February 13th, and berthed at the Frank C. Pearce wharf with a mixed cargo of salt cod and pickled herring. She had 100,000 pounds of salt fish and 300 barrels of herring.

Wants Fisheries Included in Federal Aid Act

A meeting of men connected with the fishing industry and interested in having the Federal Reconstruction Finance Corp. function with the fishing industry, was held on March 1st at the Chamber of Commerce. As a result of the meeting in which there was a frank discussion of the situation in the industry, it was voted to have a committee of five take up the matter with the New England agent of the Reconstruction Finance Corp. at Boston.

Recently several communications have been forwarded to Congressman A. Piatt Andrew, and he has advised that decisions by the Reconstruction Finance Corp. are to the effect that the fishing industry is not included in the act recently passed by Congress.

It was for the purpose of discussing the matter that the meeting was held, with the result that a committee was appointed to take up the matter further.

Trawler Will Probably Be Total Loss

Battered by a heavy Northeast gale which threatened to break her up, the local trawler *Viola*, formerly the *Viola A.*, was lying hard and fast on Brown's Banks between Bug Light and The Gurnet and she will probably be a total loss.

After she hit the bar on February 29th her crew of five abandoned her and were taken to the Gurnet life saving station and later taken to Plymouth.

"Catherine Burke" Badly Leaking

Badly iced up and leaking so that the crew had to bail with buckets as she raced for port, the local haddock, *Catherine Burke*, Capt. Joseph Broussard, put into Shelburne, N. S. last month, with her crew exhausted from their long work.

When the craft was about 50 miles to the Southwest of Cape Sable she ran into heavy weather and sprang a leak. Only one pump was in working order, and the gang had to turn to and bail with buckets to keep her free of water. All day the men bailed, taking turns, and it was not until the vessel reached smooth water in Shelburne harbor that they ceased their work.

The schooner made repairs and then proceeded to the fishing grounds.

Engineer Severely Burned by Steam

Trapped in the engine room of the *Hope Leslie*, Frank Sinagra, engineer of the boat, received bad burns about the neck, head and back early on February 25th, when he was enveloped in live steam, escaping, it is believed, from a blown out gasket.

Local Dragger Towed to Port

Her inverted flag hanging limply in her rigging, passing ships with unseeing eyes failing to notice it, the local dragger *America*, Capt. Gilbert Lafford, was picked up in a helpless condition 62 miles South of Cape Henry on February 24th, and on February 25th was towed to Norfolk, Va., by a Coast Guard patrol boat.

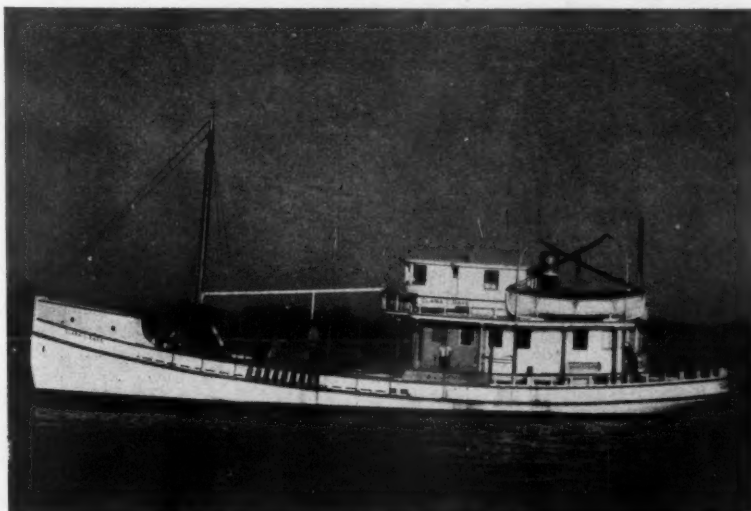
After her damage had been repaired she fitted again for fishing.

Local Craft Just Missed by Steamer

The narrow escape of another fisherman and the attending loss of life was brought to the Boston Fish Pier on February 27th by the local schooner *Azores*, Capt. Forman Spinney, which arrived from a halibut trip to Quero.

This happened on Quero Bank on February 19th during a thick, blinding snow storm and a 70-mile gale when a steamer's lights suddenly doomed out of the storm, directly in the path of the schooner.

There was one chance of avoiding a collision and that was to cut the cable. The craft was riding under 400 feet of cable which was cut away just in time to allow the fisherman to swing around and clear the steamer which was soon lost in the fog.



The "*Clara C. Raye*"

The "*Clara C. Raye*"

The *Clara C. Raye*, Capt. Andrew McTaggart, is an oyster dredge owned and operated by the Long Island Oyster Farms, Inc., a subsidiary of the Bluepoints Co., Inc., of which William H. Raye is President.

Capt. Charles E. Wheeler, of the Connecticut Oyster Farms Co., also a subsidiary of the Bluepoints Co., Inc., says that the *Clara C. Raye* does everything just a bit better than was planned, and that she is about the acme of perfection for a single crew oyster dredge.

The *Clara C. Raye* was built last year by J. F. James & Son at Essex, Mass. She is 102 ft. by 28 ft. by 8 ft. 9 in., and is equipped as follows: Fairbanks-Morse 4 cylinder, 14" x 17", 240 H.P. Diesel engine; Columbian Bronze, 4 flange propeller, 68" diam. x 54" pitch; one set Hitchcock Gas Engine Co. hoisters, 30" drums, 24" diam.; Edison battery, 32 volt, 450 ampere hour; Shipmate range; Ritchie compass; 8 H.P. 2 K.W. Fairbanks-Morse crude oil auxiliary engine combining bilge pump, generator, air compressor and circulating pump for cooling engine after a run. Her dredges are 72" blades and have a capacity of 25 bushels each. Her hoisting chains are each 30 fathoms in length and are $\frac{7}{8}$ " close link special dredge chain. Her fuel tanks are two, 500 gallon capacity.

She carries 4,500 bushels of oysters on deck, catches 1,000 bushels per hour, carries a crew of 15 men, and logs 9½ knots at 250 R.P.M., 280 R.P.M. being her maximum.

This vessel was designed to catch her load in five hours and to develop a speed of 9 knots. Her raised deck sea break forward made it possible to run throughout the entire Summer and Fall without losing an hour because of the weather. Her catching operations began September 19th and ended December 31st, during which time she caught approximately 200,000 bushels and covered approximately 6,000 miles in so doing.



Tongers at work just off Newport News, Va., on the James River.

Norfolk, Va.

Unusually Active With Large Hauls of Sea Bass and Flounders

By Sandusky Curtis

WITH large hauls, consisting for the most part of sea bass and flounders, trawlers continued to discharge their finny cargoes at wharves in Phoebus, Norfolk, Hampton and Portsmouth during February. Through a variety of weather in which there was a liberal sprinkling of high winds, the sturdy boats from this section and those from Gloucester, New Bedford and Boston went back and forth from the fishing grounds.

At the plant of the Cold Spring Supply Company, Norfolk, there has been unusual activity. On some days two and three boats have been unloading at the same time. Among the boats that have made steady calls during February are: *Sarah Thomassen*, N. Y., *Nova Julia*, *Theresa* and *Dan*, *Angie* and *Florence* and the *Mary W.* Similar reports have been obtained from Portsmouth where the plant of Isaac Fass has been busy. At Ballard's in Norfolk, it is stated that trawlers have called, the same being true at the Easter Fish Company. Large hauls have been in order.

Crab Industry Steadily Growing

According to a statement issued by W. H. Gary, district inspector in the Chesapeake Area for the Virginia Fisheries, the crab industry has grown steadily in this section. Mr. Gary states that the shellfish industry has grown from an annual output of 3,025,104 pounds in 1890 to 32,000,000 pounds this year.

The increase is said to be due to the fact that the crab is now sought with dredges in the Winter instead of simply being sought in the Summer season. Mild weather in the Tidewater section of Virginia for the last three Winters is another factor in the increase in the crab industry, it was pointed out.

Many Buy Boats on James River

Since the removal of the export tax on seed oysters in the State there has been unusual activity on the James River beds with buy boats from many points taking on 3,000 to 4,000 bushels a day. Maryland buyers have been advised by the Maryland State Seafood authorities to come to Virginia for their seed oysters this year. The removal of the tax has resulted in relief to the unemployment situation in the James River section.

Laws Being Considered

The seafood industry has come in for consideration at the hands of the State legislators. On the very days when the solons have been discussing the laws, groups of fishermen have held that the present laws are adequate. Such views found active expression in a meeting February 8, at Fox Hill, Va., near Newport News. The Tidewater Fisherman's Protective Association in session there came to the unanimous conclusion that the present laws were all right and to fight any changes in them. A. L. Dixon and David Johnson of the peninsula section have joined with O. A. Bloxom in the opinion holding

that any change in the law would work a hardship on the industry.

Fisheries Ship at Portsmouth

The *Albatross II* is in dock at Portsmouth after a trip in which its crew and visiting officials have been making scientific investigation off the Virginia coast. W. C. Neville and F. Firth, senior and junior scientists are not on the ship at the present time as they are spending several days on trawlers of the Isaac Fass Company in order to observe the conditions in connection with the spawning of several varieties of fish, this being the spawning season for some of the fish. The *Albatross II*, Capt. G. W. Carlson, is to remain in Portsmouth for some time awaiting the return of the scientists.

N. C. Fishermen Striving to Better Methods

At an enthusiastic meeting held in Morehead City, N. C., February 16, North Carolina fishermen and fish dealers determined to wage an active campaign in the interests of transportation and marketing of the state's fish supply. There was not a fishing section in the state from which there was not at least one representative—one hundred being present at the meeting, which was held at the call of Col. J. W. Harrelson, of the State Conservation and Development Department at Raleigh, and Commissioner John Nelson. Legislation to the end desired will be sought.

A committee to carry out the ideas expressed in the meeting was formed, consisting of D. B. Fearing, Dare County; E. R. Goodwin, Pamlico; M. C. Lupton, Craven; C. T. Sterling, Beaufort; and W. M. West, Carteret County, Mr. Sterling being chairman.

Talks were given by Dr. Herbert Prytherch, director of the Federal fisheries station at Beaufort, on oyster farming; R. H. Fedler, of Washington, D. C., connected with the United States Bureau of Fisheries, stated the North Carolina fishing industry represented an investment of \$1,500,000 and more than 5,000 were employed in it.

Good Catches Being Made at Edenton

From Edenton, N. C., comes news that fishing has started in the Chowan River and good catches have been made of fish that came in from the ocean sooner than usual because of the warm weather in the middle of February. Dutch nets are used. The fish, herring rock and shad are among the kinds caught. The fish are carried to Colerain or Cannon Ferry, said to be the largest fish markets in upper Chowan.

Whale Takes Crew for Ride

Capt. Esse Boles of the fishing boat *Sea Toy*, arrived in port at Cape May on February 23rd with a yarn about a whale which impaled itself on his anchor and took him and the crew for a ride until the cable snapped and probably saved them from death.

While anchored in about 18 feet of water North of Chincoteague, Va., the skipper related that he and his men were awakened by a violent rolling of their 35-foot craft. They rushed to the rail and saw the sea monster.

Smoked Herrings in Cellophane Wraps

Carolina smoked herrings, the hickory smoked kind, are to be introduced to the outside world in cellophane wrappings by Everett Smoked Products Co., a new Edenton, N. C., enterprise.

Fernandina, Fla. Center of Shrimping Activity With More Than 300 Boats In Port

By H. L. Peace

FOR the second time this season, Fernandina is the center of large shrimping activity. More than 100 boats have gathered here with the number increasing daily, and with the South Florida prawn again returning here, a total of more than 300 boats were expected to be tied up at the local dock by the first of March.

South Florida dealers expected here are: Morris Fishler, Ft. Pierce; Steven Anderson, Ft. Pierce, and John R. Hardee, Jr., of New Smyrna.

Shrimp have been running heavy at this port, and boats returned with an average catch of 35 to 40 bushels. However, the *Mabel F.*, recently returned with 75 bushels, taken off Mayport, 24 miles Southeast of here during a two days' catch. Several carloads of the raw shrimp have been shipped to the New York market with the shrimp being of quite a large size, averaging 24 to 28 shrimp to the pound. Fair prices have been received by the Fernandina brokers.

St. Augustine

F. W. Cheatham, owner of the Acme Machine Works at 20 Lorida Street, St. Augustine, Florida, is the manufacturer of a haul out clutch, which is proving very popular among the Florida prawn fleet. Mr. Cheatham has been in the machine shop business for the past 10½ years having first gone into business in Saunderville, Ga.

New Shrimp House at Fernandina

Construction of a new shrimp packing house, begun at Fernandina several weeks ago, has just been completed according to an announcement by Paul Gigis, owner of the plant. The new concern will be known as the Gigis Shrimp Company, being located just East of the Nassau Shipbuilding and Engine Company.

Chas. Bassetta owner of the Chas. Bassetta Shrimp Company at Fernandina, is one of the largest shrimp dealers in Northern Florida. Mr. Bassetta states that he established this business in 1925 and now operates 15 shrimp boats of which the *Resorgere*, 45 feet long, and powered with a 40 h.p. Palmer is his pride. A branch packing house of this firm is maintained at Ft. Pierce, Fla.

Sebastian Inlet to be Completed Soon

With the dredging of the channel at Sebastian, Florida, 900 feet of the stone jetties on both sides of Sebastian Inlet have been laid and only 1000 feet of the channel remains to be dredged or blocked with steel piling, the appropriation for which is now being made, according to Mayor George Turner Badger in charge of this construction. A 1,220 foot municipal pier has been planned with a contract for the building of four raw packing houses which are to be separated from the independent part of the pier; that is, a divided portion of the pier where boats may load and unload at will.

Nine applications for the building of raw packing houses have been filed with the City of Sebastian, including those from the states of North Carolina, South Carolina, Louisiana and Florida.

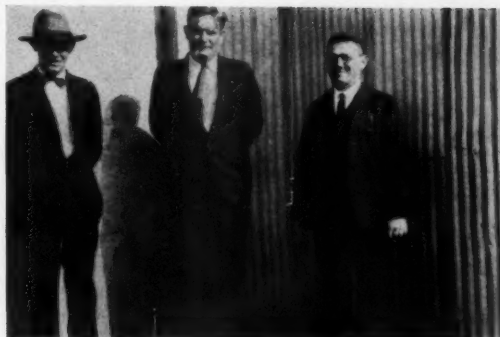
Hardee's A & G Frozen Shrimp

John R. Hardee, one of the largest raw prawn dealers on the East Coast, is now packing a frozen shrimp package. The shrimp are packed both headed and peeled in 2, 4 and 10 pound packages, the peeled being put up in only 1 pound packages. This in turn is packed into 40 and 50 pound boxes for distribution.

This new brand of shrimp has been trademarked Hardee's A. & G. Frozen Shrimp, (Atlantic and Gulf), from the fact that there are two points of distribution, Galveston, Texas, on the Gulf, and Jacksonville on the Atlantic. Branch raw packing houses are maintained at Fernandina, St. Augustine and New Smyrna, with a fleet of more than 40 boats being operated by this company.

New Shrimp House Completed at New Smyrna

A new double shrimp house at New Smyrna, leased for a period of 99 years by Felice Galino, prawn dealer of St.



South Florida prawn dealers at Ft. Pierce, Fla. From left to right: Steven Anderson of the Anderson Shrimp Co., G. J. Overstreet of the Fagg Fish Co., and Morris Fishler of the Fishler Prawn Co.

Augustine and Ramos Bros. of Darien, Ga., has just been completed.

The Corso Gambino Co. of Boston, Mass., now have a Southern branch house at New Smyrna, Florida. The new subsidiary is known as the Southern Shrimp Company.

The Mullet Season at Titusville

The mullet season at this city is in full swing. Boats have returned from the main fishing grounds in the Indian River, with an average catch of 1,500 pounds. However, several of the launches have brought in as high as 3,000 pounds. These fish are packed 200 pounds to the barrel and shipped throughout the United States, and much is also trucked into Georgia and other neighboring Southern states.

Mullet are taken by means of a seine net of extra fine threading, handled by two men in a small launch, who after getting to the fishing grounds transfer the nets to a smaller boat, that they may venture into shallow water where the mullet are found.

The dealers operating from this center are: G. W. Scobie, of the Seaboard Fish Company; L. C. Boyd, of the Atlanta Fish Company; E. J. Enright, of the Acme Fish Company; and M. Simes, of the Simes Fish company.

Proposed Freight Rate Increase Postponed

Postponement of the increase in freight rates on shrimp has just been received through the many protests made by East Coast Shrimp Dealers. The postponement will be in effect until Sept. 22, the Interstate Commerce Commission granting a rehearing of the proposed increase to be held in Washington, March 29.

Orange County Season Closes for 60 Days

With the warm weather advancing the spawning of the fish, the fishing season in Orange County closed March 1, by order of the board of County Commissioners. The closed season will run for a period of 60 days. The committee bringing about this closed season, pointed out that this move might aid in securing the \$60,000 fish hatchery for Kelly Park that the Federal Government is soon to build in Florida.

St. Andrews Bay

The fishing smack *Success*, in command of Captain John Walker, came in from the snapper banks early in February with an excellent catch, after being out about the usual time. The catch included 11,000 pounds of snappers and groupers. During February there were smacks coming in with large catches, both here and other places, including Panama City and Millville.

Cocoa

The two leading fish markets at Cocoa, Florida, are the Cocoa Fish Market, owned by J. L. Paxton, and the City Dock Fish Market, owned by W. H. Rivell. Both companies are wholesalers handling a complete line of sea foods true to seasons.

Cape Canaveral

C. L. Daniels, Manager of the Cape Canaveral Pier & Fish Company operates thirty shrimp boats in this vicinity. This firm do their packing right at Cape Canaveral which is most handy during the Winter season when the heavy run of shrimp is centering in this vicinity.



Capt. Don Gross of Babylon, N. Y., in his party fishing boat "Berkeley", powered with a Z-E 40 h.p. Palmer engine.

New Bedford Items

By J. J. Killigrew

Schooner Disabled

THE 80 ft. fishing schooner *William H. Killigrew* was reported drifting rudderless toward the shoals 125 miles East of Nantucket Island on February 7th. Her plight was made known through the beam trawler *Osprey* which was standing by, the *Killigrew* having no radio.

On receipt of the message, officials flashed orders out to the *Ossipee* and the new patrol boat *Aurora* to search for and bring in the crippled vessel.

The next morning the schooner came into New Bedford under her own power, after the crew had made a rudder out of one of her doors.

With the Captains

Captain John Williams, captain and owner of the schooner *William H. Killigrew, Jr.*, is on a month's vacation.

Capt. Louis Doucette of the *Addie May* went through from New Bedford to New York recently with 16,000 pounds of yellow-tails.

Faunce Malloy of the schooner *Mary* in the capacity of cook, sustained two broken ribs when he fell through the fish hold. Capt. Don Sparrow brought him to the Vineyard Hospital. Fred Peliski, better known as "Fritz", also of the schooner *Mary* was brought into the Marine Hospital at Vineyard Haven with pneumonia. Capt. Sparrow shipped Jean Le Blanc and Mike Nelson in place of Malloy and Peliski.

Capt. Fred Nicodemus has changed from schooner *Alamac* and has taken command of the *William H. Killigrew*. He has shipped Sandy Mitchell as the new engineer for his craft. Mr. Mitchell was six years with the *Newfoundland*, Capt. John Fennessey, who has shipped with Capt. Michael Smith in the *Charles S. Ashley*.

Bill Sparrow formerly skipper of the *Mary*, *Juncal* and *Killigrew* will take over the captaincy of the schooner *Alamac*.

Capt. Harry Mayo has shipped Jack Jacobson as engineer for the *Rose Jarvis*. Jacobson is a brother to Capt. Elmer Jacobson.

Mitchell Lemieux, formerly of the Wolverine Motor Works, has shipped with Capt. Lynch in the *Anastasia*.

Capt. Charles Tapper is back home in New Bedford after giving up the schooner *Nina B.* Capt. Tapper is lined up for a vessel here.

White-Nelson Lobster Bill

Representative Charles L. Gifford of New Bedford appeared at a hearing in Washington, D. C. before the Senate sub-committee on March 1st, in favor of the White-Nelson Bill which would prevent the importation of short lobsters from Canada. Capt. Ernest Dean, President of the Massachusetts Lobster Fishermen's Association, also appeared for the Bill. Connecticut was represented by James H. Weeks, and Rhode Island by Capt. Howard Burdick.

Lathrop Installations by Hathaway

Four new Lathrop installations are to be made by Hathaway Machinery Co. of New Bedford. A 40 H.P. Lathrop in new fisherman for Capt. Joseph Whittle of Westport Point, Mass.; 16 H.P. Lathrop for power tender for schooner *Alloe Wentworth* of Vineyard Haven, Mass.; 30 H.P. Lathrop for Casey Boat Building Co. of Fairhaven, Mass., and L-H-6 for George King of Cuttyhunk, Mass.

Halifax

Vessels Report

Fish Moving on the Banks

By M. Ryan

TOWARDS the middle of February incoming fishing vessels at Halifax reported that the fish were moving on the banks and since that time much larger catches have been brought in by the vessels still operating.

Unfortunately with the same conditions prevailing at Lunenburg, Liverpool, Lockport and Yarmouth, the Canadian market was not prepared to absorb the increased landings.

Henceforth the Canadian market as far as Halifax is concerned will be supplied by six beam trawlers operating, and also the fishing schooner *Managua*, Captain Edward O'Neill, which is the only vessel Winter haddocking on the North Atlantic without the aid of power.

The six trawlers out of Halifax are the only ones in Canada using the otter trawls. Five; the *Lemberg*, *Venosta*, *St. Cuthbert*, *Viernes* and *Rayon d'Or*, are operated by the National Fish Company, while the *Loubyrne* is operated by the Leonard Fisheries.

One of the largest fares landed was brought in by the trawler *Lemberg* on February 26th. This vessel weighed out 195,000 pounds of groundfish of which 100,000 pounds were large haddock. The fish were taken on Emerald Bank on a trip which lasted eight days.

The *Managua*, which returned to Halifax the last of February was able to dispose of her halibut, cod and haddock to dealers, but purchase of cusk and pollock in the catch was declined.

Fishermen of the vessel hit upon an idea and when it was apparent that no offer would be received the fish were sold over the side to citizens at 10 cents each. For a time a thriving business was done and the fish were soon sold out.

Bringing the largest fare of groundfish to arrive at Halifax in months, the trawler *Rayon d'Or* docked at the National Fish Wharf on February 29th with 260,000 pounds. Fish are reported more plentiful on the banks. Capt. H. Hansen is the master of the *Rayon d'Or*. The trawler *Loubyrne*, Capt. Sig Sorensen, also returned from the banks with a large fare.

New Secretary of Maritime Fishermen

Bruce McInerney, of Loggieville, New Brunswick, will take over the position as Secretary of the United Maritime Fishermen, to succeed Dr. Richard Hamer, of Halifax, who has resigned. This announcement was made following a meeting of the Executive of that body in the Carleton Hotel, Halifax.

A resolution opposing the union of the Federal Departments of Marine and Fisheries was adopted by the meeting. Other business transacted was a review of the year's work.

Those present at the meeting were: Alfred Hanlon, of Canso, President; Bruce Burke, of Drumhead, Vice-President; and Dennis Cormier, Grand Etang; Willy Webb, Havre Boucher; Norman Sollows, Port Maitland; and Dr. M. M. Coady, of Antigonish, who is at present acting as secretary.

Ingonish, Cape Breton

Haddock, the most popular variety of fish, are becoming scarcer every year compelling the shore fishermen to fall back on their cod catch which is hard to dispose of according to Sylvester Dunphy, owner of a fish plant at Ingonish, Cape Breton, employing thirty-five men, who was a recent visitor at Halifax.

"A few years ago fishermen at Ingonish caught no less than 2,000,000 pounds of haddock yearly," said Mr. Dunphy. Today they never catch more than three-quarters of a million pounds.

Mr. Dunphy added that the large quantities of swordfish being caught in that vicinity yearly helped to alleviate the scarcity of haddock to a certain degree. He remarked that while a few years ago people did not seem to know so much the value of this fish, today every effort is being put forth to catch swordfish in large quantities so as to satisfy an ever growing demand.

Canso, N. S.

Greatly Interested in Possible Revival of Fish Meal Manufacture

By Cecil Boyd

CANSO and vicinity is keenly interested just now in the possibility of the revival of a branch of the local fishing industry, which has been dormant for some years, that is, the manufacture of fish meal and similar products from small and waste fish. This interest has been aroused by the presence here of several New York business men interested in this line, who are looking over the ground. Wm. Merrill, of New York, an official of the Nova Scotia Seafoods, Inc., who, during last Fall was investigating conditions along the Richmond County coastline, came to Canso about a month ago, and after sizing up local conditions, was very favorably impressed with the suitability of Canso for the location of such a plant. There is an idle plant on an island near the Northern entrance of the harbor, formerly used for a similar purpose, which Mr. Merrill, in company with Chas. Griffiths, President of the Company, and John Brown, a Scotch expert in the fish meal line, have been inspecting. The plant was originally built by the Federal Government early in the present century, and known as the Dogfish Reduction Works, as its purpose was to aid the fishermen in trying to destroy or decrease the dogfish pest, these sharks being bought by the plant and converted into oil and meal. However, during the financial strain of the Great War days, the plant was sold to a private company in Ontario, and finally became the property of a firm with headquarters at Albany, N. Y. The present owners have allowed the plant to remain idle for the past eight or more years, and, if suitable arrangements can be made, it is probable that this plant will be purchased by the Nova Scotia Seafoods. As Canso is an ideal centre for collecting raw material, such as skate, scrod fish, etc., the new company, if they finally locate here, will send out amacks along the coasts of Guysboro and Richmond Counties to gather up such stuff.

Lobster Season Altered

An alteration has been made by the Department of Fisheries in the lobster fishing season for the coming Spring on this section of the coast, "extending from, but not including Cole Harbor, Halifax County, to a straight line drawn East Southeast from Cape Argos, Guysboro County." For the present year only, the season will open on April 6th, instead of April 20th as formerly, and will close on June 20th, as usual. News of this concession was brought back from Ottawa by the Executive of the Fishermen's Federation, after their meeting with the Departmental heads at Ottawa there, and has since been confirmed by public advice from the Department. Assurance was also given that the Government subsidized collecting boat service to Boston for market lobsters would be continued. Lobstermen are now busy preparing for the opening of the season, which, owing to the dullness in other lines, will likely find more than usual engaged in this branch of the local fishing.

Dover Lobstermen to Can Their Catches

The Fishermen's Federation Station of Dover, a fishing village a few miles from Canso, have decided to go ahead with the project of canning their own small lobsters this Spring themselves, a project which was contemplated last year, but postponed. The Federation is now actively at work, getting a factory ready with a boiler and other equipment installed, in time for the opening of the lobstering season in April.

"Eleanor Nickerson" Disaster Felt in Canso

The loss of the American fishing schooner *Eleanor Nickerson*, with 21 lives gone was felt in Canso and vicinity, as well as other parts of the Province. Of the two Canso men in the crew, one, Patrick Feltmate, was saved, while the other, Clarence Horne, was lost. Alex Dort, another one of the victims of the collision, belonged to Cole Harbor, Guysboro County, and was well known here.

C. H. Whitman

The death of a pioneer in the fresh fishing industry of this port occurred on Feb. 10th, when Stipendiary Magistrate C. H. Whitman passed away at the advanced age of 86, at his home in Canso.



The knockabout "Edith C. Rose", Capt. Frank Rose, United Fisheries Co., of Gloucester, agents. She is 107 ft. 1 in. x 25 ft. 2 ins. x 11 ft. 5 ins., has a speed of about 10 knots, a capacity of 225,000 pounds of fish, and accommodations for 28 men. She is equipped with two 100 h.p. Fairbanks-Morse Diesel engines, Willard batteries, Hyde propeller, Plymouth cordage and Shipmate range.

Yarmouth, N. S.

Hears Talk on Progress of Navigation and Improved Aids

By The Lurcher

A LECTURE of much interest was given recently as one of the series of Winter talks at the Yarmouth Free and Public Library by Capt. J. E. Kinney, who recently retired as Superintendent at this port for the Eastern Steamship Lines, Incorporated. His subject was "The Progress of Navigation," and in dealing with his theme he carried his audience far back to the early days of ship sailing and in so doing described the crude instruments by which the master mariners of the early days found their way around the world. Leading up to the present day equipment, Capt. Kinney told of the invention and development of the quadrant by Hadley in 1731, and from that came the present day sextant. On the other hand there was Harrison's first clock in 1735 and from that developed the present day chronometer. The first Nautical Almanac was published in 1767 and from that the mariner was enabled to receive more detailed and accurate information relating to the sun, moon, planets, and stars. Capt. Kinney, continuing along those lines, told his audience of the great improvements which have from time to time been made in the compass, all of which resulted in greater accuracy and steadiness; of the patent log for the determining of the speed of the ship; and of more recent years of the wireless and its marvelous development in the establishment of direction finding stations, radio beacons, etc. Coupled with that are the depth finding devices or Fathometers which can furnish the navigator with a decidedly accurate depth of water right from port to port should the master mariner so wish to use it. Speaking of the development of shipping, Capt. Kinney harked back to the days when the sailing ship carried the commerce of the world and as he has seen much of life on the ocean waves in those years, his review of conditions in those days was deeply interesting. In this connection Capt. Kinney pointed out to his audience that the real romance of the sea was lost in the coal bunker and with all the modern appliances for navigating, which are today at the disposal of the shipmaster, he has had, beyond storm and heavy weather, practically none of the hard trying experiences which so frequently occurred in the days when the navigator had only the compass, sextant and similar instruments, together with his lead line, by which to navigate his ship from port to port.



Semi knockabout schooner "Marguerite B. Tanner", Capt. Angus Tanner, Lunenburg, N. S., built by Smith & Rhuland. She is 123.6 ft. long; 26.3 ft. beam and has a depth of 9.9 ft. She has a speed of 8 knots and accommodations for 23 men. She is equipped with two 60 h.p. Cooper-Bessemer Diesel engines; Ezide batteries; Hyde propeller; Ritchie compass, and Consumer's cordage. The Lunenburg Foundry Co. installed the engines and furnished the main winch, steerer, range, stern bearings and pumps.

Fitted Out for Halibutting

The schooner *Dorothy G. Snow*, of the Laurence Sweeney fleet, has been fitted out by Capt. William S. Murphy, of Wedgeport, for the Spring halibut fishing and sailed the latter part of January on its first trip. Following that, however, the vessel struck rough heavy weather, quite unfavorable for good fishing, consequently little was done. On the 22nd of February the *Dorothy G. Snow* arrived at Shelburne with a fare of 5,000 pounds of halibut and about the same amount of mixed fish.

Yarmouth County Men Drowned

Yarmouth County, particularly in the Eastern sections received a stunning blow when the Boston fresh fishing schooner, *Eleanor Nickerson*, was run down and sunk by the steamship, *Jean Jabet*, early last month with twenty-one members of the crew going down with the vessel. Of that number seven men were residents of various parts of this County where, with the exception of Anthony Eakins, aged 36, of Surette's Island, who left only a widow, all left widows and children. Yarmouth in the olden days of "Wooden Ships and Iron Men," frequently posted the sign "missing with all hands," but of later years with the diminishing of its fleet of sailing ships, due to the inception of the steamship, that sign is rarely seen. In consequence with a disaster as that of the *Eleanor Nickerson*, suddenly taking to their doom seven stalwarts such as formed the crew of that vessel, the incident stirs even the most uninterested parties. Others besides Eakins, lost in the collision, from this County, were William Murphy, aged 50, of Argyle; Moses Muise, 54, Tusket Hill; Joseph Muise, Wedgeport, 40; Louis Muise, Tusket Hill; Theodore Bourque, 36, Amiraault's Hill; Paul LeBlanc, 52, Abram's River. Others lost in the collision who were former residents of this county and leave many relatives here were Eli Bourque, Melrose, Mass., Ernest Surette, East Boston, and Edmund Babine, Melrose. Capt. Irvin Morrissey was a son of the late Capt. Fred Morrissey, for many years skipper of the schooner *Mable D. Hines*, in the Gloucester, Mass., salt bank fishing fleet. He was a native of Lower East Pubnico, in this County, but for several years past had been residing in Massachusetts.

Campobello, N. B.

Fishermen Break Record by Fishing Entire Month of February

By Chester A. Dixon

IT is claimed that the Campobello trawl fishermen have broken all records for late fishing operations during the Winter months, having fished all February. Usually the middle of January sees the winding up of line fishing operations in the waters plied by Quoddy fishermen. Catches of late have been mostly cod with scattering haddock in the landed fares. Prices paid this Winter have hung around two cents a pound, the bulk of the fish being sold to Nova Scotia buyers.

Fair Season Enjoyed by Smelt Fishermen

The smelt fishing season for the district extending from Bay Chaleur to Cape Tormentine, on both sides of the Strait of Northumberland, closed Feb. 15. The season opened Dec. 1. A fair season was enjoyed by the fishermen but it would have been better had not several thaws occurred and had the United States markets held to normal. Buyers were compelled to cease operations several times during the season on account of the thaws. A large number of box and bag nets were lost in the Northern part of the district, and in the Shediac district, when the ice moved out to sea.

Discuss Amendment of Fisheries Inspection Act

A bill to amend the Fisheries Inspection Act came under considerable discussion in the Dominion House of Commons when given its second reading as moved by Alfred Durand, acting Minister of Fisheries. William Duff, M. P. for Guysboro-Antigonish, N. S., declared that it would take an army of men to carry out the provisions of the act, and in his opinion it would require three hundred inspectors for the Province of Nova Scotia, alone. The amendments called for inspection of all pickled fish and fish oils placed on the market, and would prohibit the use of any containers for such products other than those bearing the mark of the fisheries inspector. The Minister explained that under the act, as it existed, the inspection applied only to a small volume of the pickled fish and fish oils marketed.

Breakwaters and Wharves Repaired

The fine breakwater at Wilson's Beach which shelters scores of fishing craft and equipment has been re-topped and repaired this Winter by the Dominion Government. The work was carried out under the supervision of J. Osborne Rice, a local fisherman and storekeeper. Several men were employed on the structure for some time. Fishermen were also employed at Wilson's Beach in extensive road repair work. The public works thus undertaken during distressing conditions prevailing in the fishing industry, has been of considerable help to hundreds of fishermen throughout Charlotte County where extensive wharf-building was carried out at Grand Manan, Campobello, Deer Island, Welch's Cove, and other points. The rebuilding of the Cummings Cove public wharf at Deer Island was completed the 20th of February. The work was performed by fishermen of that locality, under the supervision of Elsmore Fountain, a weir fisherman of the above named place. The wharf at Lord's Cove was re-topped by fishermen employees in charge of Lorenzo Lord, a fisherman of that place.

The new wharf at Stuarttown, Deer Island, which cost approximately \$20,000, was a contract job, the contractor, Mr. Parker of St. John, N. B., bringing most of his crew with him. One or two local fishermen received employment.

Transporting Sardine Herring

Capt. Heber McNeill and Alton Chaffey have been engaged in boating fresh sardine herring from North Shore points in Charlotte County, for the B. H. Wilson Fisheries of Eastport, Me. The fish are iced and shipped to New York in barrel lots.

Lobstermen Preparing for Next Season

Reports from the Eastern section of Prince Edward Island, received the middle of February, stated that lobsters, which advanced to \$25 a case dropped again to \$17, the same price received last season. Fishermen at the above named place are at present engaged in preparing their gear for next season's operations.

St. John, N. B.

Harbor Commission Conducts Auction of Weirs and Privileges

By M. E. McNulty

THE second annual auction sale of the fishing weirs and privileges in St. John harbor under the auspices of the St. John Harbor Commission, resulted as follows:

Lots 1, 2 and 7, on Navy Island shore knocked down to McCormack & Zatzman, at \$2,001.

Lot 8, in the Navy Island section, sold to McCormack & Zatzman at \$2,401.

Carleton shore lots 1, 2, 3, 4, 5, sold to L. Clark at \$1. Lot 6, in the same section, sold to William McCullum at \$1. Lot 7, to William McCullum at \$201. Lots 8 and 9, to William McCullum at \$5. Lots 10, 11, 12, 13, sold to Andrew Harned at \$1.

On Carleton flats, Lot 1 was sold to L. C. Harned for \$51. Lot K was bid in by J. Fred Belyea for \$60. Lot L was sold to John McDade, the price being \$61. Lot M was sold to Paul McDade for \$1. Lot N to William Watters for \$6.

On the Partridge Island shore, Lot 1 was bid in by John Ward for \$61.

On the Courtenay Bay shores, Lots A and B were bid in by J. Fred Belyea for \$52. Lot C, in the same section, went to J. F. Belyea at \$65.

The total receipts for the auction of the ensuing year's harbor fishing privileges were \$4,968. This represented an increase of \$1,362 over the receipts of the 1931 sale, which was the first held by the Harbor Commission. The receipts of the 1932 auction were \$4,669 higher than for the last held by the City Council, which was in 1930. The bidding at the 1932 sale was brisker than since 1929, particularly for the Navy Island lots. These privileges have been bid in by McCormack & Zatzman for the past seven years, and are recognized as easily the most valuable in the harbor. The weirs are at the end of the channel leading from the reversing falls at the mouth of the St. John River, into the harbor. Sardines, gaspereaux, shad and salmon are available in large volume each season around these lots.

McCormack & Zatzman are among the biggest fish producers in the Maritime Provinces. This firm operates on the East side of the harbor, with a plant at York Point for smoking, drying, salting, pickling, boxing and barrelling the cured fish. The firm also markets the fresh salmon and shad in Boston, New York, Montreal and Toronto, and sells the sardines to the sardine smacks from the canneries at Black's Harbor and Eastport.

J. Fred (Bollard) Belyea, L. Clark, William McCullum, Andrew and L. C. Harned, John and Paul McDade, William Watters and Jack Ward, all reside on the West side (Carleton) of St. John harbor.

Lobster Season Divided into Two Sections

The dividing of the lobster fishing period into two sections, an action which was requested by the majority of men engaged in this fishery on the St. John County shore, is expected to prove a boon for the lobstermen of the County. The new seasons are from November 15 to January 15, and from April 25 to June 24. The old season had opened November 15 and remained open until May 23. The men had asked for an earlier opening of the second season than April 25, and were in hopes of being able to go after the lobsters about April 1. The fishing of the lobsters during January, February and March has not been profitable, with the fishing hazardous because of the foul weather, the markets not very satisfactory, and the shellfish unusually scarce. The 9 inch limit prevails in St. John County. This is an angle which does not appeal to the lobstermen of Charlotte County, where 10 inches length is the minimum. There is also an opportunity to juggle the County line so that lobsters actually caught in Charlotte County, and 9 inchers, are brought into St. John for sale. Lobster buying at St. John is done by Leonard Bros., H. P. Robertson, Atlantic Fish Stores, and McCormack and Zatzman. The demand for lobsters during the Winter in St. John is weak. That is, after early in January. The best months are May, June, July, August, September and October.

Mr. Boat Owner

The following are the list prices of Hyde Turbine Type Propellers to which

25% DISCOUNT APPLIES

Prices F. O. B. Factory at Bath, Maine

Diameter	Two Blade	Three Blade	Extra Bored and Key Seated
8"	\$ 4.50	\$ 6.50	\$ 1.40
9"	4.75	7.25	1.40
10"	5.00	8.00	1.40
11"	5.50	8.50	1.50
12"	6.50	9.50	1.70
13"	7.50	10.00	1.80
14"	8.50	11.00	1.90
15"	9.50	12.00	2.20
16"	11.00	14.00	2.20
17"	11.50	15.00	2.50
18"	12.00	16.00	2.50
19"	14.50	19.50	2.75
20"	17.00	23.00	2.75
21"	18.50	27.50	3.10
22"	20.00	32.00	3.10
23"	22.00	35.50	3.50
24"	24.00	39.00	3.50
25"	27.00	42.50	4.00
26"	30.00	46.00	4.00
27"	34.00	51.50	4.60
28"	38.00	57.00	4.60
30"	46.50	62.00	5.10
32"	52.00	70.00	5.80
33"	56.00	75.00	7.00
34"	59.00	79.00	7.00
35"	62.50	83.50	8.00
36"	65.00	87.00	8.00
38"	80.00	104.00	9.40
40"	100.00	134.00	10.70
42"		144.00	13.50
44"		168.00	14.75
46"		200.00	16.00
48"		235.00	20.00
50"		255.00	26.00

While we have reduced our prices, we have not changed our quality. Only pure virgin metals—no scrap—are used in Hyde Products. Our guarantee is your protection. Insist on a guarantee and you will

Insist on a HYDE

If there is no HYDE dealer in your locality, or if you are unable to obtain what you require send your order direct to the factory. It will receive prompt and careful attention.



A copy of our booklet "Propeller Efficiency" will be mailed without charge. It illustrates all of the Hyde products.

HYDE WINDLASS CO., Bath, Maine

A large stock of HYDE propellers and HYDE products is carried by
C. R. ANDREWS, 143 Chambers Street
New York City - Telephone BARclay 7-1873

Netting for Every Fishing Use

**Gold Medal Cotton Nets
A. N. & T. Coy Linen Nets**



**Manila Trawls—Flounder Drags
Gold Medal Seine Twine
Burnham's Tarred Lines
Nets, Seines, Traps and Webbing
Complete line of Fittings**

**Stocks carried in Boston, Gloucester and
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The Linen Thread Co.

BOSTON
575 Atlantic Ave.

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GLOUCESTER
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SAN FRANCISCO
443 Mission St.

BALTIMORE
Lombard & Calvert Sts.

CHICAGO
154 W. Austin Ave.

JACKSONVILLE, FLA.
24 East Bay St.

Lunenburg, N. S.

Halibuter "Ronald George" First to Return to Nova Scotia this Season

By H. R. Arenburg

CLAIMING the distinction of being the first halibuter to return to Nova Scotia this season, and the second on the Atlantic seaboard, the Lunenburg auxiliary fishing schooner *Ronald George*, Capt. Dan Romkey, reached Halifax on February 23rd with 45,000 pounds of halibut.

The *Ronald George* was gone four weeks and two days on the voyage and her trip was secured on the Grand Banks.

She was badly iced up and her crew tell a harrowing story of their experience and hardships while out on the Banks. During the whole month of February the *Ronald George* had only five days' fishing, due to the exceedingly rough and stormy weather. While on Hogden's Bank, with a Northeast gale blowing, the schooner broke adrift and for seventeen hours was at the mercy of the elements when she finally brought up on the Grand Banks. A sea struck the vessel on the starboard bow and completely filled the forecabin, driving the crew aft, where it was impossible to get at the ship's stores, depriving the crew of food and water for a period of five days. The only means of subsistence was a few hard tack biscuits and water from melted ice. Captain Romkey who has been going to sea for forty years has never experienced anything like it and he and his crew were very thankful to get back to port alive.

Shipyards Busy

The Mahone Bay shipyards are all busy. J. Ernst & Sons are building a large motor vessel, 175 feet over all; O. A. Hamm is completing a 46 foot motor craft for the Rev. Dr. Robert E. Norwood, and at MacLean's yard an 18 foot lifeboat has just been completed.

"R. B. Bennett" Disabled

A wireless message received from the trawler *Lemburg*, announced the fact that the Lunenburg fresh fisherman *R. B. Bennett* with a crew of twenty-five men and cargo of 50,000 pounds of fresh fish was in a crippled condition due to the loss of her propeller. The C. G. S. *Arras* was immediately dispatched to the scene of the accident. Arriving at the location the *Arras* cruised all day without sighting the crippled schooner and late in the afternoon received new directions from the Department of Fisheries in Halifax. The schooner was soon located at a position about 90 miles East of Sambro, was immediately taken in tow and brought to Lunenburg. The *R. B. Bennett* is of the spike-spar rigging type and when she lost her propeller could not make port because she did not carry enough canvas to keep her on her course. She was homeward bound when the accident occurred. M. M. Gardner of the firm of W. C. Smith & Co., Ltd., is the managing owner.

Lost with Sinking of "Eleanor Nickerson"

Two Lunenburg men lost their lives in the sinking of the ill-fated Gloucester schooner *Eleanor Nickerson*. They were Captain Charles Knickle aged 59, and his son Harold, aged 29. Captain Knickle sailed out of Lunenburg most of his life and for nineteen years was master of a salt fisherman. He sailed the *Arctoa* for several years, and sold her about nine years ago when he had the schooner *C. A. Anderson* built. He was popular among his fellow fishing skippers and townsmen and was one of the best known fishermen on the North Atlantic seaboard.

"Marion Belle Wolfe" Sold

The knockabout fishing schooner *Marion Belle Wolfe* built at Shelburne and owned by the LaHave Outfitting Company, Limited, has been purchased by Captain Trenholm, of Lunenburg, for the sum of \$2,200. When built, the *Marion Belle Wolfe* was sailed by Captain Joseph M. Wolfe, of Dublin Shore, and later by Captain John Thornhill, of Grand Bank, Nfld.

Schooners in Collision

Entering harbor at Lockeport on February 9th with fares of fresh fish, the schooners *Archie F. McKenzie* and *Dot and Helit* were in collision, the former striking the latter, causing considerable damage to her rail and rigging.

WOLVERINE



"JENNIE and JULIA"

Capt. Paul Scola
Gloucester, Mass.

85 ft. x 18 ft. x 9 ft. draft

6 cylinder 150 H. P.

--"WOLVERINE-DIESEL"--

Engine

SPEED

10 knots or better

Write us for

Catalog No. 135 and Proposal

Wolverine Motor Works, Inc.

No. 1 Union Avenue

Bridgeport, Conn.

"Marshall Frank" Leaking

Leaking at the rate of more than 200 strokes an hour and with her foresail torn, the Lunenburg auxiliary fishing schooner *Marshall Frank* docked at the Leonard Fisheries plant at Lunenburg after a week on the fishing banks. Capt. Frank Risser, master, said he would sail for Lunenburg where the vessel will be hauled out for an examination and repairs. Rough weather was reported during practically the entire trip. The *Marshall Frank* hauled for 38,000 lbs. of groundfish.

Rescued from Sinking Craft

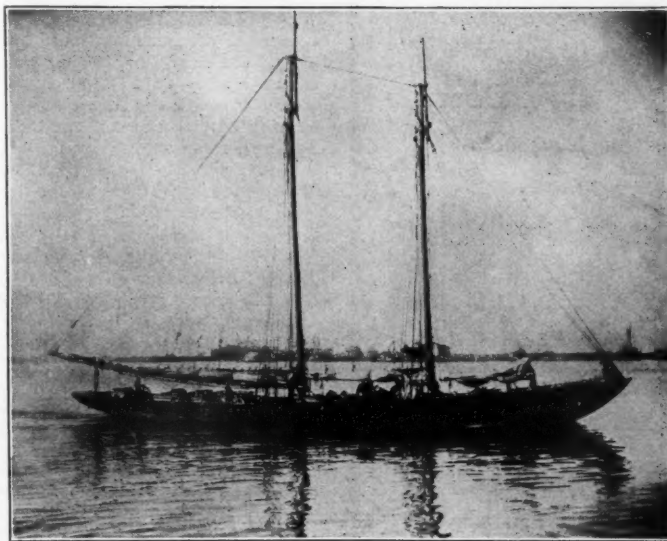
Nine men including eight Nova Scotians comprising the crew of the motor vessel *Ruth F.* who were snatched from death when the craft sunk off Newfoundland arrived in Halifax on the Red Star liner *Pennland*. Among the crew were a number from Lunenburg.

Two Schooners Sold at Auction

The fishing schooner *Lincoln* which was wrecked off Liverpool Harbor several months ago was sold at Liverpool by

Sheriff D. C. Mulhall at public auction to Captain Edgar J. Innes. The *Lincoln* which was owned by Captain Ben Pine of Gloucester, Mass., was towed to Liverpool after being abandoned by the crew, when she caught fire, and since that time has been lying at a wharf in Liverpool.

The schooner *H. H. MacIntosh*, 99 tons register, was sold by Sheriff Brenton at Halifax to Seldon Webber. This vessel which was built at Lunenburg and for many years engaged in the fisheries out of Lunenburg, has been trading between Halifax and ports in the Canadian Labrador.



The "*Arcas*", a red snapper boat, owned by the Gulf Fisheries Co., Galveston, Texas, operates between Galveston and the Campeche Banks, which are off the coast of Yucatan, Mexico, about 500 miles from Galveston. Powered with a Wolverine Diesel engine.

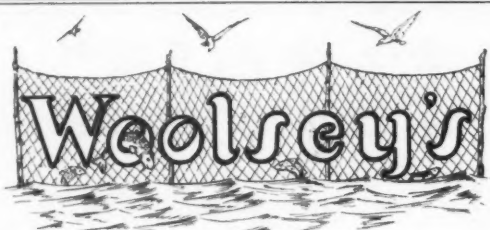
Schooners Hauled Out

The two-masted auxiliary fishing schooners *Matilda H.* and *Alma M.* are both hauled out at Pentz in the LaHave River for the Winter season. Both these vessels have been employed in the off-shore fisheries during the past few months.

Personals

Captain Emil Mack is able to be about after his recent illness.

Capt. Rupert Smith of Lower LaHave is in command of the motor vessel *Bridgett & Freeman* which arrived here from Halifax.



Improved

Red Fish Net Preservative

Takes 50% reduction. No heating. Will not settle dry or hard while using. Adds life to your nets and is economical.

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The World's Best

Guaranteed 9-10% copper content. Uniform color and quality. WILL CUT WITHOUT HEATING. It's the best—Why buy anything else?

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Scientifically made. Has no superior. No special thinner required. Durable, impenetrable. A trial will convince you.

Copper BEST Paint

For boat bottoms and net stakes. Reputed the best for 78 years. Has no equal today.

Yacht Whites Deck Paints Marine Varnishes

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GRIMSBY

**Fishing Gear for Deep Sea
Trawlers and Draggars**

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V. D. accessories, etc.**

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MR. D. F. MULLINS
Pier 4,
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21 Fish Pier, Boston, Mass.

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Yachtsman Develops Type of Ship and Drive Adaptable to the Trawler

R. W. Allen's "Wanderer", a Maierform,
Electric Drive Yacht

MANY features in hull design and construction as well as a unique power plant that permits entire control from the bridge are features of R. W. Allen's new yacht *Wanderer*, first American built Maierform craft, completed recently at the J. F. James Shipyard in Essex, Mass.

Built essentially for comfort cruising anywhere at any time, *Wanderer* was constructed from trawler plans adapted to Maierform principles, a development in hull construction originating in Germany which has been applied recently to some of the more modern ocean liners as well as to various other commercial craft. Its chief advantages lie in the fact that it permits the use of full power against the heaviest weather without taking water over the bows.

The *Wanderer* is 103 feet overall with a beam of 23 feet, a 14-foot hold, and a draft of 11 feet. Her planking is of 3 inch light oak with five inch hard pine ceiling and frames heavier even than those usually used in a trawler. Keel, keelson, dead wood, and hold downs for the engine are fastened by Monel Metal bolts. Tests indicate a speed of between 13 and 14 knots, with a cruising radius of almost 10,000 miles if desired. The gross displacement is 169 tons.

A comfortable cabin included as part of the pilot house and a battery room compose her entire superstructure. Purely for visibility purposes there are four ports in the pilot house which open. There are no ports below deck, forced ventilation and a modern electric light plant supplying all the fresh air and light needed.

"In good weather ports are unnecessary because everybody is above decks. In bad weather they are a source of annoyance and worry," declares Mr. Allen in emphasizing this one of many features that are the *Wanderer's*.

The main power plant consists of two variable speed—I. P. Norris and De La Vergne Diesel engines. Each rated 300 horsepower at 750 R.P.M. with each being connected directly through a flexible coupling to a 200 K.W., 250 volt D. C. Generator and a 50 K.W., 125 volt exciter. These exciters are controlled by voltage regulators and deliver constant voltage to a bus for excitation of the main generators and motors and to furnish power for cooking, heating, lighting and for driving accessory equipment.

The propulsion drive consists of two 200 horsepower, 250 volt motors turning at 190 revolutions a minute. These are both mounted on the same shaft and are independently connected with the Diesels. Both generators and motors are of the fully compensated type and will withstand momentary loads of 200 percent without sparking. While their construction is such that there is little chance of them burning out, the vessel in an emergency could be driven as long as one engine, one generator, and one motor functioned. In the event that both generators should go, sufficient power can be developed by the exciters to bring the craft into port.

A Monel Metal tail shaft, with Goodrich cutless rubber bearings carries a 70 inch, 126 pitch, four blade Hyde propeller. The anchor is handled by a Hyde windlass. The compass is an 8 inch Ritchie magnetic.

An outstanding feature of the entire craft probably is the control system. By means of a five panel switchboard in the engine room every operation can be controlled by the pressing of a button in the pilot house—even the speed of the engine. It is Mr. Allen's theory that a pleasure boat should not require an engineer in the engine room any more than an automobile should require one under the hood. On the *Wanderer* his presence there is needed only to start the engine and to set the charging rate on the batteries which are 56-TL-21 Exide Ironclad.

There is an elaborate system of alarms to notify the captain if anything goes wrong, including failure of oil or water pressure. He can even check temperatures on bearings, windings, fuel oil, and engine exhaust as well as the power taken by either motor or generator. There also are



"IF THERE'S ANYTHING INSIDE A MAN
THE SEA WILL BRING IT OUT"

And it is exactly the same with a rope. Because we have been sending our rope to sea for ninety years, we know how to make it so that it will meet conditions instead of theories. Thus, though New Bedford Maritime Manila is a new rope, filling every modern requirement perfectly, we have been able to put into it, as well, everything that our product has meant to fishermen for nearly a century. You buy more than modern rope in New Bedford Maritime Manila—you buy three generations of practical knowledge and reliability.

NEW BEDFORD CORDAGE CO.

ESTABLISHED 1842

GENERAL OFFICES, 233 BROADWAY, NEW YORK

BOSTON OFFICE, 10 HIGH ST.

MILLS, NEW BEDFORD, MASS.

CHICAGO OFFICE, 230 W. HURON ST.



A portion of the main deck of Robert W. Allen's "Wanderer", and the Monel Metal rudder which was manufactured by Liberty Coppersmithing Co., Philadelphia, Pa.

pneumercators for reading the level of oil or water in all tanks and a Sperry automatic steering device, or Metal Mike.

With the exception of the cabin included in the pilot house, living quarters are located entirely below decks. The crew's quarters and companionway are forward. Aft of these are the galley, equipped entirely in Monel Metal with electric stove and refrigerators. The owner's quarters are aft of the galley. Comfortable curtained bunks are neatly fitted in the side. The furniture and fittings were designed especially to give a homelike atmosphere and all trim and hardware are of silvery colored Monel Metal.

The galley, back of the electric stove, is lined with the same material.

Underneath the galley there is space for the storage of sufficient provisions to last for months. Here, too, are located the motors for the electric refrigerators. Two Monel Metal water storage tanks holding 3,000 gallons of fresh water are located under the owner's quarters as well as a tank for 2,500 gallons of lubricating oil. Monel Metal fuel oil tanks with a capacity of 12,000 gallons are located amidship.

All auxiliary equipment is driven by electro dynamic ball-bearing motors.



"The better
your hooks
the better
your luck."



1832

1932

Better Hooking and Holding Gets More Fish

In from every trip, you know that Mustad Key Brand Fish Hooks have increased the catch. The world's toughest hook steel, with keen, durable point and barb. Every modern improvement, all standard patterns and finishes. World-famous for superiority.

"Right in shape, temper and finish"

O. MUSTAD & SON
Oslo, Norway

*Largest manufacturers of fish hooks in the world,
Established 1832*

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90 Commercial Street, Boston, Mass.

Mustad
Snapper
hook
No. 2
1-2 size.



Mustad
Kirby
No. 3
Sea hook
1-2 size.



"Sylvia", 42 x 10½ ft., built by W. S. Carter of Friendship, Me., for Capt. Earl Fields of Monhegan, Me. Used for running U. S. Mail from Boothbay Harbor to Monhegan. She is equipped with a 43 h.p. Fay-Bowen motor and makes a speed of 12 miles per hour.

Boat Builders, Engines and Supplies Yards Teeming with Activity

MAINE

BOOTHBAY HARBOR—John P. Kelley, manager and treasurer of the Boothbay Harbor Fish & Storage Co., reports that the company handled over two million pounds of fish this Fall and Winter, including mackerel, blue backs, herring and shad. Of these, 300,000 were large mackerel, and 400,000 small, and this amount was practically sold out by March 1st. The new package of single, frozen glazed, packed in 50-pound boxes, proved very popular with the trade.

Irving W. Reed, President of Reed-Cook Construction Co., is building an 85 ft. auxiliary schooner yacht for Donald T. Starr, designed by John Alden of Boston, to be powered with an 80 h.p. Winton Diesel, and equipped with a Hyde propeller. Mr. Reed has built over 160 large yachts and fishing vessels since he started his own business in 1904.

Poole's Fish Market do a wholesale and retail business in fish, crabmeat, lobsters and clams. They have been at their present location for 7 years, and carry fishermen's supplies, including Plymouth rope, Frost oilskins and Pfeuger hooks.

W. E. Sawyer, ship chandler, after a recent illness is back on the job in his ship chandlery store and is looking forward to a good season. In addition to fishermen's and yachtmen's supplies, Mr. Sawyer is one of the oldest dealers now active in business in the state, and sells many antiques to Summer visitors.

R. A. Boyd is a wholesale and retail dealer in fish and shell fish, and carries fishermen's and yachtmen's supplies.

CAPE PORPOISE—Arthur Nunan, well known proprietor of the general store which bears his name, supplies most of the fishing boats here. Mr. Nunan was cook on fishing vessels for 44 years previous to engaging in store business, and was one of the men saved from the fishing vessel *Fortuna* when she was sunk off Cape Cod after being rammed by S. S. *Barnstable*, Jan. 15, 1895, and 9 men were lost. The *Fortuna* was commanded by Capt. John Greenlaw. Mr. Nunan handles Henderson & Johnson paints.

EAST BOOTHBAY—Hodgdon Bros. are building two motor sailing cruising yachts, designed by Wm. E. Hand, naval architect of New Bedford. One is a 60 footer for Mr. Harmon of New York, to be powered with two 100 h.p. Hall-Scott motors and equipped with a Hyde propeller. The other is for Mr. Hand's own use, to have a 200 h.p. Hall-Scott engine and a Hyde propeller.

The Hodgdon Bros. started in the boat building business in 1900 in the same location where their father and their grandfather had engaged in the boat building industry. It is interesting to note that this Hodgdon family has been building boats over 100 years. Will and Charles Hodgdon, oldest brothers of the present firm, worked as boat builders at the Herreshoff plant at Bristol, R. I., from 1895 to 1900, when the present firm was organized.

\$248 **DEALERS** **\$380**
Some Good
Territories
still open

Light Four "B" 10-15 H. P.

4 cyl. 4 cycle, 75 cu. in. starter and generator, fully enclosed, without clutch or reverse gear, but with thrust bearing. Slow speed type, pressure lubrication, 25" long, wgt. 300 lbs. Reverse gear available at slight extra cost.



New Goodwill "Four" 25-40 H. P.

4 cyl. 4 cycle, 37½" x 4¼", 200 cu. in. Same size as Model A, but uses no Ford Parts. Starter, generator, oversize clutch and reverse gear, pressure lubrication, fully enclosed. Slow speed type, 47" long, weight 660 lbs.

These two engines are specially designed and equipped for hard work in fishing-boats. They are heavy-duty economical, slow-speed engines, proven by years of service, but with many new features of design and construction.

Write for Blue Prints and Catalogs

Gray builds a complete line of Heavy-Duty Fours, Sixes and Eights, 10 to 125 h.p. with and without reduction gears. Write today for latest catalogs and prices.

Gray Gray Marine Motor Co.
672 Canton Ave.
Detroit, Mich. **Motors**



Plant of the Acme Machine Works, manufacturers of the Acme Haulout Clutch, at St. Augustine, Florida.

Rice Bros. Corp. are building two knockabouts for New England waters designed by B. B. Crowninshield of Marblehead, and recently launched a 26 foot stock motorboat powered with a 165 h.p. Red Wing engine driving a Hyde propeller.

The Goudy & Stevens yard is busy on a 66 ft. auxiliary schooner yacht of Alden design, to be powered with a 6 cyl. 110 h.p. Buda and they are also finishing a 44 ft. passenger power boat for Holbrook and Williams, to run between Squirrel Island and Boothbay Harbor. She is equipped with a 150 h.p. Lathrop, Hyde propeller and Willard batteries. This boat was designed by Goudy & Stevens. They are agents for Buda engines and Willard batteries.

KENNEBUNKPORT—H. L. Shackford, wholesale and retail fish dealer, has put in a full line of fishermen's supplies. Among them are Eveready dry and hot shot batteries, Plymouth rope, Top Notch rubber boots, Burnham's lines, Mustad hooks and Frost oilskins.

At the B. F. Warner yards a full crew is busy on two fine fishing vessels; a 50-foot gill netter for Capt. Jensen, Paulson and Johnson of Portland, to have one of the new type 45 h.p. Fairbanks-Morse Diesel engines, Peterson propeller, Marine Household range, Wilcox-Crittenden steerer and Thos. Laughlin marine hardware. She was designed by Mr. Warner and is to be named *Richard J.* The other craft is a 65 ft. ketch rigged swordfisherman for Capt. Bill Metzger, well known swordfisherman of Connecticut, to have a 100 h.p. Superior Diesel engine, furnished by Hitcheock Gas Engine Co. of Bridgeport, Conn., a Marine Household range, Columbian propeller and Willard batteries. This boat was also of Mr. Warner's own design. The Warner yard recently launched a 36 ft. mahogany cruiser for Francis M. Qua, powered with a Gray marine engine, and they will start soon on a 55 footer for a Boston party.

Mr. Warner is dealer for Willard batteries, Pettit Paint and Plymouth cordage.

PORTLAND—Fred Boyce Machine Co. report recent sales and installations of a 60 h.p. Fairbanks-Morse Diesel engine in the lobster smack *Chester Marshall*, owned by the Consolidated Lobster Co.; a 45 h.p. new style Fairbanks-Morse engine in the fishing vessel *Onward III*, Capt. Arthur Ricker, owned by the Portland Fish Co.; and a 16 h.p. Fairbanks-Morse Diesel generating set in the freighter *Eastern Prince*. Mr. Boyce was the lowest bidder on contracts for general overhauling of six quartermaster boats for the U. S. Government.

H. M. Schade, engine dealer, has recently sold a Bridgeport "Pilot" for Capt. Eddie Brackett's new boat *Falcon*. He also installed two Bridgeports in the Portland Pilot Boat.

H. P. Simpson, Palmer engine distributor, reports sales of a Storm King Six to Capt. Dan Donnell of York Harbor, Me. Capt. R. B. Newton, also of York Harbor, has installed a Storm King Six. Other sales of Palmers by Mr. Simpson were: one Y-T-1 for a yacht tender being built at N. Blaisdell & Sons yard at Woolwich, Maine; one Z-R-3 for Robert Carlson of Kittery; a Z-R-4 to a Monhegan lobster fisherman, and a Palmer Ford conversion to F. P. Smith, boat builder at Jonesport, for a new lobster boat. Mr. Simpson advised that his sales this Winter have far exceeded his expectations.

FABRICA MANUAL de RÊDES de PESCA d'ARRASTO, L.da

Manufacturer of

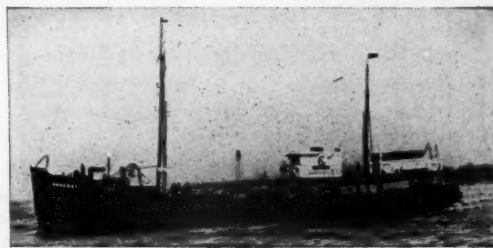
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Trawler Repairs and New Construction



Diesel Trawler Amherst, one of three trawlers built by Bethlehem for General Sea Foods Corporation

Ideally situated on Boston Harbor and with complete facilities, Bethlehem's Fore River Plant and Simpson Works and Atlantic Works are in an excellent position to offer to the fishing industry a prompt and efficient service for the repairing and reconditioning of trawlers, and the construction of new tonnage.

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BETHLEHEM SHIPBUILDING CORPORATION, Ltd.

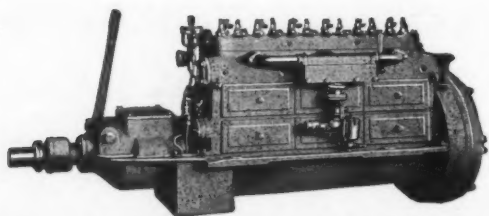
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PALMER ENGINES

... are sold and serviced in
all important coastal cities

It is a comfortable thought that the engine in your boat is as trouble-proof as an engine can be made.



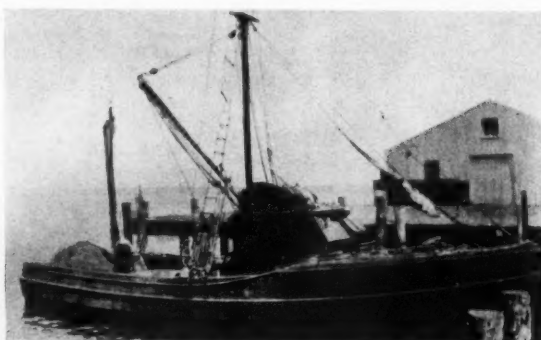
But, if the unexpected should happen there is competent, quick service at hand, whatever port you are in. Palmer has a distributor in all important coastal cities.

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1008 N. W. 8th St. Rd.
Jacksonville, Fla.
112 S. Ocean Street
Tampa, Fla.
Foot of Whiting Street
San Francisco, Cal.
Boardman & Flower
1740 Van Ness Avenue



The "Gertrude", owned by Capt. Albert Anderson of Pleasantville, N. J. She is 52 x 15 x 4½, and is powered with a Hall-Scott reduction gear engine, turning a Hyde propeller, 32 inches by 30 inches, 1800 r.p.m.

ROCKLAND—Capt. Gilbert Gallant, retired fishing captain of Gloucester and Boston, recently opened a fisherman's restaurant on Tillson's Wharf.

Rodney Feyler, wholesale fish dealer, enjoyed a fine Winter's business during January and February. He handled over 250,000 pounds of haddock. Some of the captains who fished all Winter for him were Capt. Henry Gallant of Boston, formerly skipper of the *Herbert Parker*, *Pilgrim*, *New Dawn*, and other large schooners; Capt. Whitney in the *Madelaine* and *Flora*; Capt. Charlie Ross in the *Helen* and *May*; Capt. John Baggs in the *Mishawaka*; Capt. Abon Nelson, Capt. W. J. Bowden of Cutler, also other Cutler fishermen. During January they fished 19 days.

Forrest Maker will soon launch a 40 ft. fishing boat for Capt. Sherman White of Cape Elizabeth, with a 10½ ft. beam and a 3 ft. draft, to be powered with two Buda engines; one 6 cyl. 55 h.p. and one 4 cyl. 35 h.p.

At the North End Boat Shop, Axel Gronros is building two power fishing boats; one a 30 footer for Capt. Townsend J. Carman, of Amityville, N. Y., to be powered with a 6 cyl. Buda and to have a Hyde propeller. The other boat is a 39 footer built on speculation, and to have a 75 h.p. gas engine.

Mr. Gronros is local dealer of Pettit Paint.

THOMASTON—At the yard of R. E. McLain & Son, the seiner-netter *Falcon* for Capt. Eddie Brackett of Monhegan is rapidly nearing completion. She is 60 ft. long; 14½ ft. beam, and 5½ ft. draft, to be powered with a 6 cyl. Bridgeport "Pilot", and equipped with Hathaway stuffing box and stern bearings, Wilcox-Crittenden chain type steerer and Hyde propeller.

The McLain family started building boats at Bremen, Long Island, Maine, over 40 years ago.

The Chas. A. Morse & Son yard is busy building two auxiliary cutters, of John Alden design, to be powered with 25 h.p. Farr marine gas engines, also two sailing dingies for Howe & Bainbridge, distributors of Wamsutta duck.

Charles A. Morse, senior member of the firm, has been building boats for over 50 years, his first one being built at Bremen, L. I., where he learned the trade under his father, Jonah Morse. It was at Bremen that the sons took up boatbuilding, namely, Wilbur, Charles and Jonah D. They were the originators of the famous Friendship sloop at Friendship, Maine, where they had moved. Wilbur and Jonah, started in business in Friendship 50 years ago. Shortly after, Charles moved his business also to Friendship, and 21 years ago opened his plant at Thomaston, where he has since built many fine craft for Boston, Gloucester and New Bedford owners. He has built nearly 150 large vessels, of from 80 to 125 feet in length, and many hundred smaller craft. Mr. Morse at 72 is still active around the plant, and with his son Elmus, who is partner in the business, keeps things running smoothly.

Chas. A. Morse & Son are dealers for Willard batteries, Tarr & Wonson paints, and New Bedford cordage.

SHIPMATE FUEL OIL BURNING RANGES

The first SHIPMATE Fuel Oil Burning Range was installed in February 1931. Since that time it has been running from twelve to seventeen hours a day every day.

It has stood up. It has proven its worth.

During the year many other units were put into operation aboard boats of various kinds; they too are doing the work intended of them; they too are proving their worth.

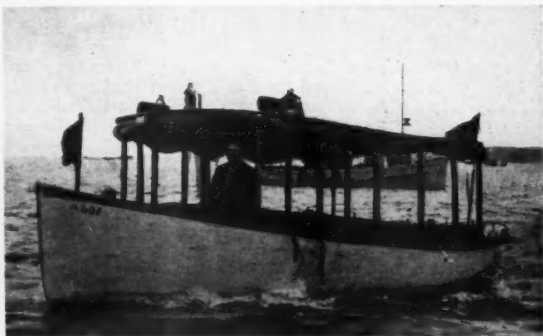
Available in eight sizes, ranging from the small four hole model with top only 29" by 26½" to the large double oven range 5½ feet long, there is a suitable model for every diesel-powered craft.

Ranges can be supplied in beautiful vitreous enamel finish if desired.

SHIPMATES are made only by
THE STAMFORD FOUNDRY COMPANY
STAMFORD CONN

Established 1830

RANGES



Capt. Stefano Minervino of Portland, Maine.

MASSACHUSETTS

BOSTON—Jim Fiore, President of the Fishermen's Supply Co. on T Wharf, carries fishermen's supplies, including Plymouth rope, Linen Thread products, and Mustad hooks. Mr. Fiore also acts as ship broker for fishing boats.

BOSTON—Phil Manta, well known ship chandler on Atlantic Ave., has become one of the active directors in the Commonwealth Ship Supply Co., located on the Fish Pier. This concern is under the management of Roderick Morey who is President and Treasurer of the Company. They carry a general line of vessel supplies and are distributors for a complete line of Pfeuger hooks.

CHATHAM—Don Studley and Capt. Hamilton, well known scallop fishermen, are soon to place an order for a 26 ft. fisherman, which will probably be designed by William Frost of Jonesport, Me.

DUXBURY—George Shiverick recently launched a 26 ft. fishing boat for George W. Bloomer, Jr., of Chatham, powered with a 40-50 h.p. Red Wing.

FAIRHAVEN—Casey Boatbuilding Co., are building a 65 ft. freight boat for Capt. Henry Stevenson of Vineyard Haven, Mass. Her dimensions are 65 ft. long; 19.9 ft. beam; and 6 ft. draft, and she is to be powered with a Wolverine engine. She will have a Hyde propeller and Willard batteries.

This company is also building a 65 ft. dragger for New York parties, to be powered with a 120 h.p. Atlas and to be equipped with a Hyde propeller, Willard batteries, Hathaway winch, Ritchie fisherman's compass and Marine Household range.

The fishing boat *Asterias*, for the Oceanographic Institute of Woods Hole, Mass., built and designed by Casey, has a Lathrop engine, Willard batteries, Hyde propeller and a Marine household range.

SCITUATE—Lamb & O'Connell, boat builders, have just launched four 27 ft. lobster fishing boats for Jerry McCarthy, Ed. Ward, Dick Wherity and Harbor Master Harry Driscoll. They were designed by Fred W. Goeller of Quincy, and are all powered with Gray engines, and equipped with Hyde propellers and Willard batteries.

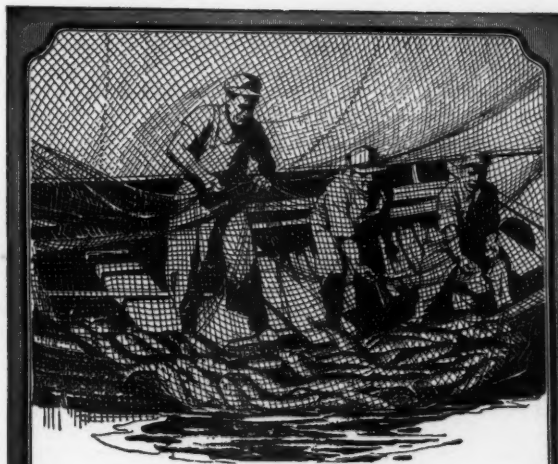
Capt. Dave Dyer, lobster dealer, is putting in a line of fishermen's supplies, and he has already stocked Columbian, Whitlock and Plymouth rope and Frost oilskins.

RHODE ISLAND

NEWPORT—Capt. Bill Champion, who operates two tugs at Newport, has installed a Gray Straight-Eight, 1400 r.p.m., in his pilot boat *Champion I*.

J. T. O'Connell operates one of the oldest and best stocked fishermen's and yachtsmen's ship chandlery establishments in New England. Mr. O'Connell started in business in 1909, and is a dealer for Plymouth rope, Goodrich boots, Linen Thread products, Mustad hooks, Frost oilskins, Eveready dry cell and hot shot batteries, Hyde propellers, New Jersey paints, Joe's reverse gears, Oberdorfer pumps, and all kinds of marine hardware. He is also interested in the Newport Oil Corp. and several other allied businesses connected with the fishing industry.

Capt. Fred Bellmore recently purchased the *Aubrey and Theo*, a 46-footer, from Gloucester parties.



WATERFLEX

The Patented Water-Resisting Rope

WHITLOCK CORDAGE CO.

46 South Street
New York

226 State Street
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HATHAWAY Flax Packed Stern Bearings

A combination stern bearing and stuffing box. The entire bearing length is composed of tightly compressed paraffin impregnated flax packing. There is no contact between the shaft and the metal housing.

Prices F. O. B. New Bedford

Size	Price
1"	\$ 8.50
1 1/8"	9.25
1 1/4"	9.50
1 3/8"	12.00
1 1/2"	12.00
1 3/4"	16.00
1 3/4" Extra Heavy	27.00
2"	36.00
2 1/4"	52.00
2 1/2"	72.00
3"	125.00
3 1/2"	145.00

also larger sizes

Prices reduced 10% March 1st.

Hathaway Machinery Co.

New Bedford

Massachusetts

Lasting BOTTOM PROTECTION



Keeps out worms—prevents barnacles and other growth—**TARR & WONSON RACING COMPOUND**. Costs a little more but is cheaper in the end.

INTERCHANGE FRICTION CLUTCH



For Trawling Gear

Gear is under perfect control at all times. It can be stopped and started under load.

The simplest friction clutch made. Sprocket is mounted on ball bearing sleeve—the whole on stub shaft, attached to fly wheel of engine.

Write for special circular.

KINNEY MANUFACTURING CO.

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CASEY BOAT BUILDING CO.

Fairhaven, Mass.

We have been building rugged fishermen and fisherman cruisers for over thirty years. Let us design and build your next boat.



Write for free descriptive catalog of Casey-Built Boats that stand the "gaff." 30 to 100 feet long.

"Rose Jarvis" built and designed by Casey

PIER MACHINE CO., Inc.

Marine Engineers

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Telephones: Liberty 5393, Highlands 4367

"With the Aid of Columbian"

IN the "Columbian Crew" for January-February, 1932, house publication issued by the Columbian Rope Co. at Auburn, N. Y., appears an interesting, illustrated story about the Booth Fisheries Co. and the Red Diamond Trawling Corp., stating that Columbian Rope is used exclusively aboard the trawlers *Illinois* and *Maine*, and that for mending nets, 3 and 4 ply Columbian Manila Trawl Twine is used. Titles of the illustrations are: "Getting net ready to put overboard"; "Bag of fish floating"; and "Hoisting bag of fish". This is good publicity for all who are connected with or interested in the fishing industry.

Pettit's "Shipendec" Paint Chart

THE Pettit Paint Company, Inc., 45-47 Cornelson Avenue, Jersey City, N. J., has prepared for distribution to their trade a new color chart of their "Shipendec" Paint. This color chart shows twelve very attractive shades with a particularly good range of popular Buffs. Special attention is also called to a new Tile Green which is a most attractive and an unusually permanent shade.

Pettit's "Shipendec" Paint has proven its popularity in the marine field over the past several years, and the manufacturers announce that their new product is even better than their previous high standard. They emphasize the fact that due to its long oil content it will work more easily, cover more surface and hide better than straight varnish deck paints. It will not crack, chip and peel when applied over canvas or wood decks.

If your boat yard or dealer cannot supply you, any user of Marine paint may obtain a "Shipendec" Color Card by addressing the Pettit Paint Company, Inc., 45-47 Cornelson Avenue, Jersey City, New Jersey.

This company advises us that many of our subscribers have taken advantage of their offer to mail a free copy of the Atlantic Coast Tide Tables upon written request. This free booklet furnishes the following information: 1932 Calendar, Local tide tables, Longitude and Latitude of principal harbors, Height of tide at any time, Time of sunrise and sunset, Time of moonrise and moonset, astronomical data, etc.

"Gray" Fisherman Special

GRAY Marine Motors for 1932 are presented in three complete lines,—the "Phantom" Series of high speed engines, the "Utility" Series of compact, economical, medium-duty, medium-speed engines, and the "High Torque" Series of slow-speed, heavy-duty engines built to turn the big propeller in the heaviest types of hull.

The new Gray "Fisherman Special" is just what the name says—a husky, hard-working, economical motor specially designed by Gray for fish boats. 23 to 40 real horsepower at 1000 to 1800 r.p.m. Used on three blade propellers up to 20 inch diameter, it will drive these heavy hulls from 8 to 14 m.p.h.

As usual Gray has provided an extremely complete layout of literature for those interested in marine engines. The readers of this magazine who will write to the Gray Marine Motor Company at 672 Canton Ave., Detroit, Michigan, will receive complete prices and specifications, lists covering all models in the three Series, a folder giving installation dimensions of all models, the Gray "Book of Boats", 32 pages of letters and illustrations from all over the world, and, on request, the Gray "Vee-Drive" Gear catalog, explaining fully the advantages and details of installation and operation of this important development in marine power installation.

In addition to this a special Engineer's Information Form is supplied so that boat owners may have full and free advantage of all the information gained in 25 years of marine engine building, carefully applied to their own particular problems. Supplies of these are available to fishermen and boat yard owners who may wish expert advice on powering new hulls or repowering old ones.

The Fishing Gear Mart

Use these pages to buy or sell any kind of Fishing Equipment.
Rates: \$3.00 minimum; 75c per line. ATLANTIC FISHERMAN,
Inc., Goffstown, N. H.

MARINE BARGAINS

Commercial craft of all sizes and types—coasting, freighting, fishing, dragging—also pleasure boats. Straight power and auxiliary. Here are a few of our offerings: Friendship sloops 28 to 45 ft., prices \$400 and up. 62 ft. x 16 ft. x 4 ft. 6 inches, oil powered flush deck freight boat, 30 h.p. C-O, auxiliary rig—\$2,500. 36 ft. x 8 ft. cabin Jonesport fish or party boat, Kermath powered, A-1 condition—\$1,100. 48 ft. x 14 ft. x 5 ft. Auxiliary freight schooner, 28 h.p. Lathrop, now in commission—\$1,200. 48 ft. x 11 ft. x 4 ft. flush deck sloop, 30 h.p. Lathrop, Colson built—\$1,100. 50 ft. x 12 ft. x 4 ft. 6 inches, freight and party boat 20 h.p. Hartford—for quick sale \$550. Wet well lobster smack, twin screw, Mianus powered \$750, and many others. Used reconditioned marine engines—20 h.p. Model F Kermath—\$225. 50 h.p. Kermath with starter, double ignition—\$365. 20 h.p. Kermath Model F, like new—\$335. 21 h.p. Lathrop four-cycle with starter, double ignition—\$375. 6 cylinder heavy duty Sterling 80-120 h.p., factory rebuilt, with propeller—\$900. 50 h.p. Knox 7 x 8, four-cycle, four cylinder—\$375, and many others. Ritchie Compass, 6 inch card—\$15.00. Propellers, reverse gears, etc. Write us as to your requirements. KNOX MARINE EXCHANGE, YACHT AND SHIP BROKERS, CAMDEN, MAINE.

FOR SALE

33' x 10' x 4' 4" Launch, 40 h.p. Lathrop, 2 years old. Starter and generator, boat completely electrified, all gear for swordfishing and dragging, 125 new lobster pots, lines, 400 buoys. Boat 7 years old, in A1 shape. Address: Box 5, ATLANTIC FISHERMAN, Goffstown, N. H.

FOR SALE

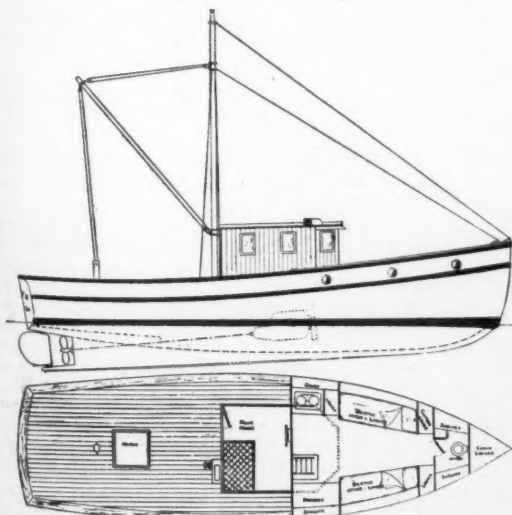
150 h.p. Fairbanks-Morse C-O engine with sailing clutch in A-1 condition. T. Ralph Foley, Gloucester.

FOR SALE

New boat, 50 feet long, square stern, good model. Address B. F. Warner, Kennebunkport, Me.

FOR SALE

Open boat 32 ft. long, 7 ft. wide. Gray engine, 30 H.P. Jonesport Model. Draft 3 ft. Price low. Address: Mrs. Richard C. Nunan, Cape Porpoise, Me.



Design by Casey Boat Building Co., of Fairhaven, Mass.,
of a 40 ft. 6 inch fish boat, with a beam of 12 ft. 6 inches,
and a draft of 4 ft. 9 inches.

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Special "FISHERMAN" Compass

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SPEED AND WORKMANSHIP
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TIDE TABLES, REQUIRED FOR EVERY HARBOR

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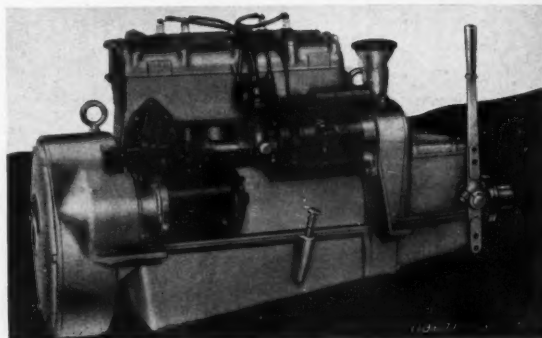
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Manufacturers of

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Extra heavy clutch, \$60 f. o. b. St. Augustine
Medium duty clutch, \$50 f. o. b. St. Augustine

Dealers write for discount



Model "Four-35" Gray marine engine, 4 cyl. 22-40 h.p. at 1200-2500 r.p.m. Bore $3\frac{3}{8}$ inches, stroke $4\frac{1}{4}$ inches, 152 cu. in. displacement. Length $36\frac{3}{4}$ inches, weight 508 lbs.

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St. Augustine, Fla. — Brunswick, Ga. — Port Royal, S. C.

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Ten Years Ago This Month In The Atlantic Fisherman

WORD came from Gloucester that *Henry Ford* was to be the name of the second new schooner to be built that year by Arthur Story, and that she would be launched on April 10. She was one of the cleanest lined, smoothest cut vessels ever turned out of the famous Essex shipyards. Captain Clayton Morrissey, managing owner of the craft, was her master.

The *Puritan*, built by A. D. Story, was launched on March 15, at Essex, Mass., for the Manta Club of Gloucester. Christened by Miss Ray Adams and captained by Jeffrey Thomas, her managing owner was Capt. Ben. Pine.

The Atlantic Supply Co. started in business in Gloucester. Charles A. Steele, President; Jos. B. Langsford, Treasurer; Ben. Pine, Manager; and J. Norman Abbott and Capt. James Mason, Directors.

The Portland Salt Fish Co. began doing business in Portland, Maine. The officers were Walter I. Locke, L. H. Palmer and John L. Freiburg.

Schooner *Mary E. O'Hara*, Capt. "Glen" Dobson, was rigged and outfitted for her maiden voyage. She engaged in the handline cod fishery.

M. H. Nickerson, of Boston, proposed International Fishermen's Motor-boat Races to be held off Annapolis Basin, Digby, Nova Scotia.

Trawler *Lorna*, owned by Capt. E. Z. Ryder, of Nantucket, was towed in by the steamer *Gay Head*, Capt. Sandsbury, after she had sprung a bad leak.

The otter trawler, *Grace Clinton*, owned by Capt. George O'Neil, of Nantucket, blew up in Long Island Sound and was a total loss.

Boston nearly had a lobster famine the early part of the month owing to rough weather.

Diesel Questions and Answers

THE need for a book which, by the method of questions and answers, can assist engineers in understanding subjects encountered in Diesel practice is apparent, and has been met by a book written by Julius Rosbloom, author of numerous technical books. All answers to questions brought before the reader in this book may be considered absolutely standard, and the language used throughout is practical. The contents cover principles in types and design of Diesel engines, engine operation, auxiliaries, marine practice, fuel and lubricating oils, accessories and figuration.

The book is published by the Industrial Institute. The price is \$2.00, cash with order, and it may be obtained from the ATLANTIC FISHERMAN.

"Diesel Questions and Answers" is truly the consulting book for marine Diesel engineers.

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